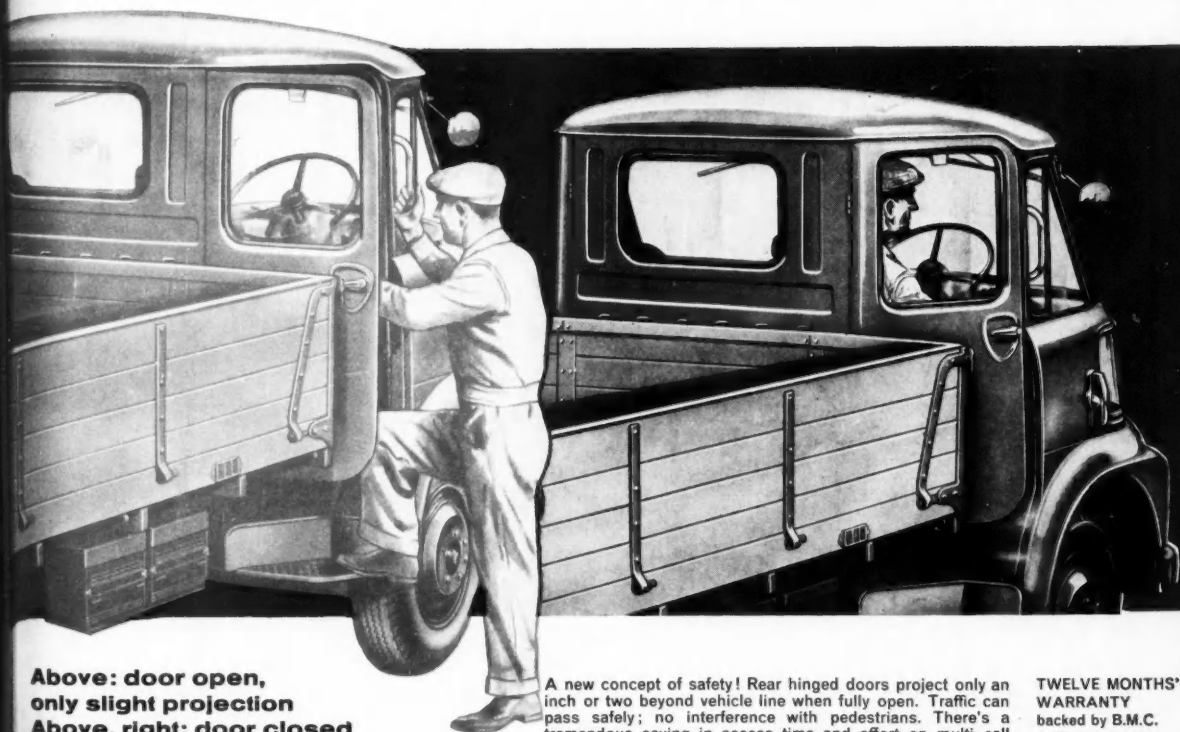


THE COMMERCIAL MOTOR

MORRIS ANGLE-PLANNING

gives you **SAFETY DOOR OPENING**



Above: door open,
only slight projection
Above, right: door closed

you're loads better off with

MORRIS

angle-planned vehicles

A new concept of safety! Rear hinged doors project only an inch or two beyond vehicle line when fully open. Traffic can pass safely; no interference with pedestrians. There's a tremendous saving in access time and effort on multi-call deliveries. Extra safety, too, in all-round vision with kerb-view corner windows, making manoeuvring easier, saving time on turn-round. And — further time saver — a low-load platform to speed handling.

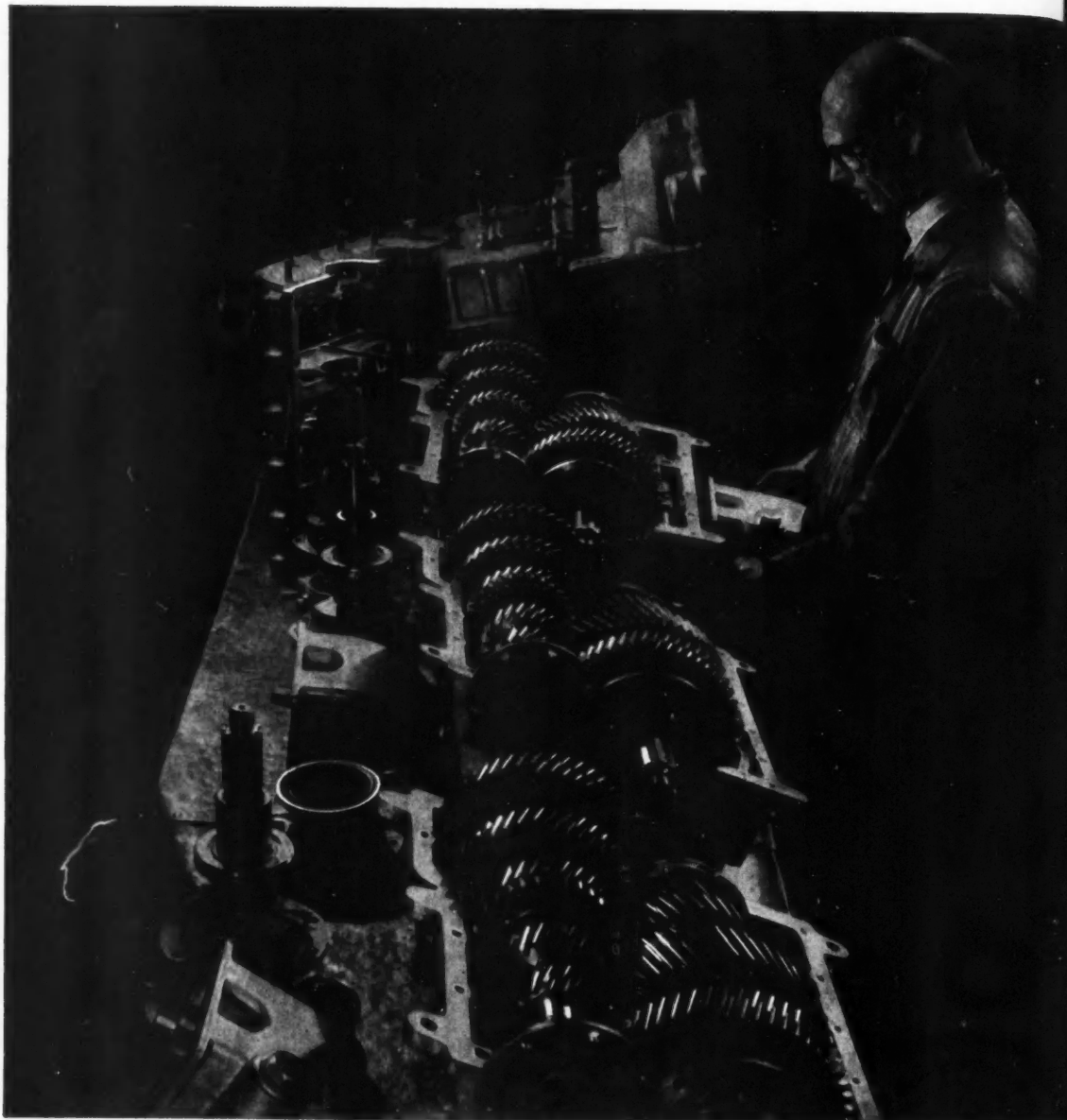
With driver efficiency features such as a four-way seat adjustment, twin exterior mirrors, practical lighting control, servo braking. Plus choice of diesel or petrol engine for economical power. Your dealer will give you details of the lower prices of the Morris angle-planned range. Catalogue on request. Please mention capacity that interests you.

TWELVE MONTHS' WARRANTY
backed by B.M.C.
— the most
comprehensive
Service in Europe.



1½, 2, 3 & 4 TONNERS

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM, 8
Overseas Business: Nuffield Exports Ltd., Oxford & 41-46, Piccadilly, W.1



Change up to today's top gear!

Drivers are doing it every day—manufacturers are doing it all the time! The top gear of today of course, being made by David Brown—just as it has been for nearly fifty years. And there's a good reason for this universal approval of a famous name—for David Brown make the biggest selection of gear boxes in the country. The right gearbox for every coach, van, lorry, tractor or forklift truck. Every one is fully proved and unsurpassed in its class for accuracy, quiet running and dogged dependability.

David Brown make a full range of auxiliary drives, too—

for timing, magneto, oil pump, speedometer and starter, and these are as widely used as their main transmissions. It adds up to this—for commercial vehicle gears of any kind, more and more manufacturers are going straight into top with David Brown!

DAVID BROWN

100 YEARS
SERVING INDUSTRY
1860-1960

THE DAVID BROWN CORPORATION (SALES) LIMITED

AUTOMOBILE GEAR AND GEARBOX DIVISIONS, PARK WORKS, HUDDERSFIELD. TEL: HUDDERSFIELD 3500

OA/6103

More customers, more turnover,



and pay as you earn

**WITH THIS ATTRACTIVE
TIME-SAVING
HYGIENIC MOBILE SHOP**

KARRIER 'BANTAM'

with petrol or diesel power unit to choice

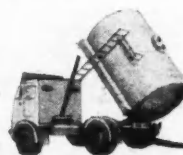
A low load chassis of short wheelbase with ample bodyspace makes for efficiency and easy handling, a chrome bore petrol or a diesel engine gives real economy of operation, whilst hygienic bodywork, specially designed and built for individual trades by Smith's Delivery Vehicles Ltd. of Gateshead-on-Tyne, draws new customers everywhere, to whom attractive hire purchase terms are available.

A ROOTES PRODUCT — BUILT STRONGER TO LAST LONGER!

KARRIER MOTORS LTD. LUTON BEDS.

EXPORT DIVISION: ROOTES LTD DEVONSHIRE HOUSE PICCADILLY LONDON W1

POWER-HANDLE POWDER TONS FASTER



POWDER LIKE

CEMENT AND FLOUR
AND DRY CHEMICALS OR GRANULATES

You know of course that the modern method of conveying such materials is pneumatically by pipeline.

Energised by the Wellworthy Ricardo Compressor, powder movement in closed pipework cuts out physical handling, lowers costs and speeds transfer from hopper to process station, from vehicle to silo.

Learn why famous names like Hovis, Spillers, Associated Portland Cement and many others, are all using this new tool of automation to streamline their powder shift.

Send for our new brochure describing the compact lightweight efficient

WELLWORTHY RICARDO COMPRESSORS

for powder power

WELLWORTHY LTD LYMINGTON HAMPSHIRE ENGLAND

Telephone: Lyminster 2231-8

July 29, 1960
WH

"ru
re
p

As a matter of fact, following test results, Messrs. E. & J. something more. "Our vehicle, Chieftains, Reivers, do them, and we that through experience we well served other type." Well, we can be said to suggest that done for thousands do for you. Write now Albion range see them at depots. We meet you.

WHAT MORE COULD BE SAID ?

"running costs light...
repair bills at a minimum...
performance excellent..."

As a matter of fact, in their glowing testimonial to Albions, Messrs. E. & E. Rogers, do add something more:

"Our vehicles, which include Chieftains, Clydesdales, and Reivers, do all that is asked of them, and we can confidently add that throughout twenty-five years experience we have never been so well served by vehicles of any other type."

Well, we repeat "what more can be said"—except perhaps, to suggest that what Albion have done for this operator and thousands of others—they can do for you.

Write now for details of the Albion range. Or, if you wish, see them working at any of our depots. We'll be delighted to meet you.



This Albion Clydesdale tractor with a 9½ cu. yard tipping semi-trailer is one of a large fleet of Albions operated by E. & E. Rogers, Haulage Contractors of Shrewsbury.



the last word
in quality transport

ALBION MOTORS LTD.
SCOTSTOUN · GLASGOW

Sales Division: Hanover House, Hanover Square, London W.1.
Tel: MAYfair 8561



Here the same Clydesdale has switched to another job—hauling a machinery transporter.

HANDS TRAILERS

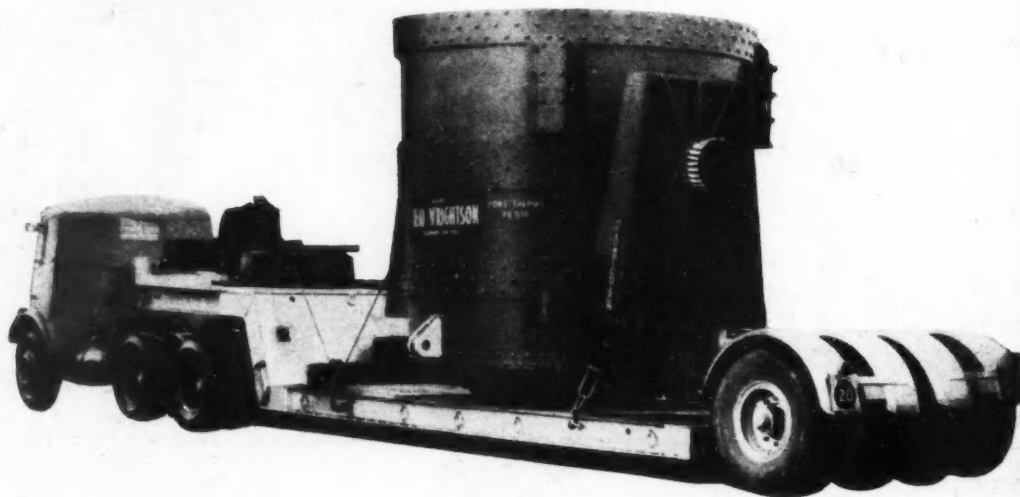


Illustration shows a double detachable-axle **HANDS Machinery Trailer U.B.L.M. 25**. **HANDS TRAILERS** and allied equipment incorporate up-to-the-minute improvements in design—the latest being **HANDS** patented Automatic Coupling Gear. Full details of complete range of equipment, or special products, will be sent on request.

HANDS TRAILERS Range in Capacity from 2 to 30 tons for **STANDARD MACHINES**. Straight Frames, Step Frames, Pantech-nicons, Tippers, Tankers, Pole Trailers, Cable-drum Carriers and Special Purpose Machines

HANDS (LETCHWORTH) LTD.
No. 2 WORKS · LETCHWORTH · HERTS TEL.: 1820



REFRIGERATED VEHICLES



- Leyland "Comet" Chassis.
- Body built throughout in Homalloy Light Alloy section and plate.
- 5" thick all-round insulation on walls and roof.
- One-piece waterproof floor, over 7" insulation.
- 18" wide roller conveyor runs full length of body.
- Overall dimensions 19' 10" x 7' 6" x 10' 9½" high.

**THIS REFRIGERATED
VEHICLE BODY
WAS BUILT TO
OPERATE AT**

-5°F

Homalloy

LIGHT ALLOY

REGD.

**SPECIALISE IN
REFRIGERATED VEHICLES**

HOME

Head Office and Works:
HOLMES (PRESTON) LTD.
Homalloy Works, Blackpool Road
Preston, Lancs.
Phone: Preston 89233 (5 lines)
Grams: Homalloy, Preston

London Office and Works:
HOMALLOY (LONDON) LTD.
Homalloy Works
Sutton Road
Reichford, Essex
Phone: 56991 (5 lines)

EXPORT

RHODESIA
Zambesi Coachworks Ltd.
Private Bag 25
Kopje, Salisbury
Phone: 24353

S. AFRICA
Bus Bodies (S.A.) Ltd.
P.O. Box 4008
Port Elizabeth
Phone: 4-2665

THE STEEL BARREL CO. LTD.



3600 GALLON ARTICULATED SEMI-TRAILER ROAD TANKER

GUY TRACTOR — CARRIMORE RUNNING GEAR (AIR SUSPENSION)

Special tank design to accept four-in-line rear axle unit.

Vehicle equipped for transportation of lubricating and insulating oils.

Tank lagged, outlet pipes manifolded, silica gel breather fitted, discharge pump on tractor.

SPECIALISTS IN DESIGN AND MANUFACTURE OF

BULK LIQUID TRANSPORT VEHICLES

AIRCRAFT REFUELLERS

FUEL OIL & LUBRICATING OIL DISPENSERS

ARTICULATED SEMI-TRAILER TANKERS

SPECIAL MOUNTINGS FOR OVERSEAS CONDITIONS

ROAD TANKERS FOR PETROLEUM SPIRIT, FUEL OIL, LUBRICATING OIL, ALCOHOL, WINE, WATER, ACID, TRANSFORMER OIL, ETC.

THE STEEL BARREL CO. LTD.

UXBRIDGE

MIDDLESEX

TELEPHONE: UXBRIDGE 8535-6-7-8

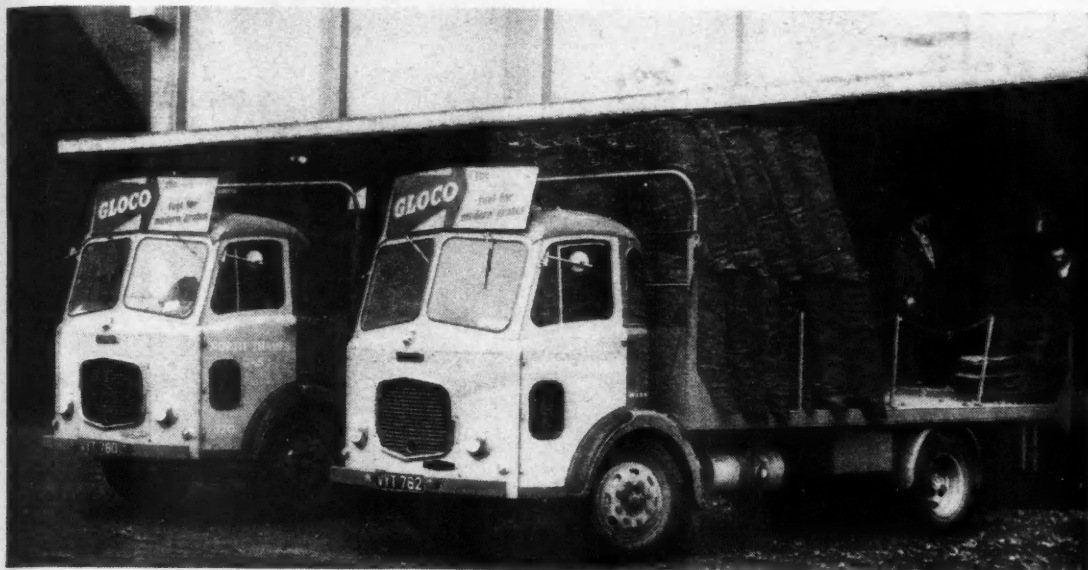
TELEGRAMS: BARRELS · UXBRIDGE



TD.



for dependability



The Dennis Pax provides the answer to all medium weight transport requirements. Robust structure throughout makes the Pax a particularly attractive investment, where specialised bodywork is contemplated.

The Pax specification is flexible offering a choice of wheelbases, engine and equipment, and both normal and forward control. In addition the range includes a tractor and a tipper, both with the same wide choice of specification.

WINE,

TD.

DENNIS

PAX

D E N N I S B R O S L T D G U I L D F O R D



*fingertip controlled loading
drastically reduces handling costs*

it pays to fit a

BURTONWOOD

Hydraulic Tail Lift

Patent Nos. 776002 & 647075
other patents pending

Loading by hand is not only old-fashioned but is very expensive, particularly when compared with the modern Burtonwood Way—one man alone can operate the Hydraulic Tail Lift.

Easily installed on existing transport, the Burtonwood Hydraulic Tail Lift standard models are available with

CAPACITIES RANGING FROM 10 CWTs. TO 3 TONS

If you are interested in reducing your handling costs write or telephone for full details, including our

UNIQUE RENTAL SCHEME

Demonstrations can be easily arranged on your own premises if you wish.

Among many road transport operators who use the Burtonwood Tail Lift Hoist are—

G.E.C. Ltd., Shell-Mex and B.P., Esso, Metropolitan Police, J. Lyons & Co. Ltd., Express Dairy Co. Ltd., Marks & Spencer Ltd., Electrolux Ltd., International Computers and Tabulators Ltd., Johnson & Phillips Ltd., The National Cash Register Co., Ltd., Tesco Ltd., Easiclone Ltd., and numerous Electricity and Gas Boards.

BURTONWOOD ENGINEERING CO. LTD.

MECHANICAL HANDLING DIVISION

NORTH EAST INDUSTRIAL ROAD, WELWYN GARDEN CITY

Telephone: Welwyn Garden City 5571 (7 lines)

Rec
ride
CR
axle
an
dia

N C
C R

Up
un

WT/4WL

CRA
DEREHA
LONDON C

Today's most economical and efficient 'Semis'

THE

CRANE

12/14/16 TONNERS

WITH FOUR WHEELS IN LINE



Requiring very low tractive effort, these CRANE Semi-trailers ride smoothly and easily over all surface irregularities.

CRANE patent trunnion-ended suspension (which pivots below axle level) adds miles to the life of a tyre by reducing scrub to an absolute minimum, stability too is greatly increased—see diagrams A & B.

NOTE THESE SPECIAL FEATURES OF THE CRANE four-wheels-in-line suspension.

- Spring ends recessed into trunnions in brackets on trailer frame—no shackles or eyes to wear.
- Each pair of wheels free to rock about pivot point below axle level.

Up-to-date streamlined production methods enable us to slash the price of this unique range. Descriptive literature and quotations FREE on request.

WT/4WL

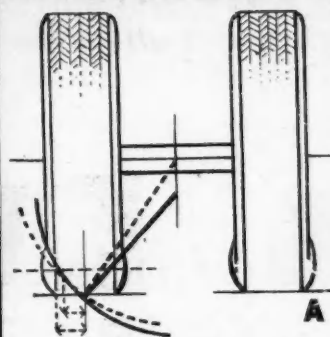
CRANES (Dereham) LIMITED

DEREHAM . NORFOLK . ENGLAND

LONDON OFFICE: SICILIAN HOUSE, SICILIAN AVENUE, W.C.1

Telephone Dereham 278/9

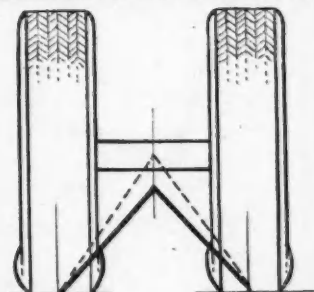
Telephone HOLborn 0496



--- Ordinary Suspension
— CRANE suspension

LONGER TYRE LIFE

Note low pivot point of CRANE suspension compared with ordinary systems. Shortened sideways movement reduces tyre scrub.



--- Ordinary suspension
— CRANE suspension

IMPROVED STABILITY

Compare stability triangle on CRANE suspension with that of conventional trailers where pivot point is at axle level.

*here's a simple answer
to the problem of changing
your CAR or TRUCK*

* *Any make or type of vehicle*

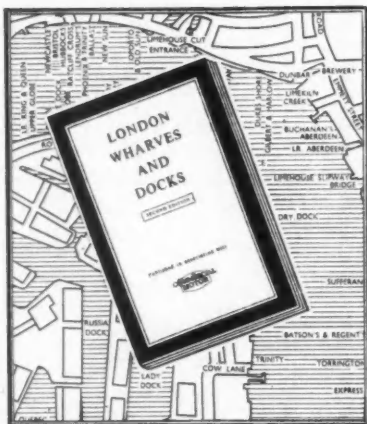
**Ask your local ROOTES GROUP dealer
for full details and facilities offered by:**

ROOTES
FINANCIAL SERVICE

ROOTES ACCEPTANCES LTD

HEAD OFFICE
LADBROKE HALL · BARLBY ROAD
NORTH KENSINGTON · W.10

LONDON WHARVES AND DOCKS



published in association with *The Commercial Motor*

**Provides a ready reference to wharves and docks between
Teddington and Gravesend.**

This inexpensive guide will be of special interest to transport managers, hauliers, commercial vehicle drivers and all who need to know the precise location of London's many wharves and docks.

The 56-page Directory section includes more than 500 entries containing details of the facilities provided by many of the wharves and docks for the handling of special commodities. Wharf frontage dimensions at high and low tides are given and an index to wharf owners is included at the end of the guide.

There are 17 full-page maps, each devoted to a particular section of the River, and a simple grid-system shows at a glance the position of each dock and wharf listed in the Directory. An innovation is the large pull-out road map which forms a useful guide to the principal routes to the wharves.

"... reduces the complex system of docks in the Thames area to the readily understandable." THE JOURNAL OF COMMERCE.

2nd Edition Demy 8vo illustrated: Laminated card covers 6s net, by post 6s 7d.

Laminated paper boards 7s 6d net, by post 8s 2d.

Obtainable from Booksellers or by post from the Publishers

TEMPLE PRESS LIMITED, BOWLING GREEN LANE, LONDON, E.C.1

FISH...

(not to mention fruit, fowl, frozen food and furniture)



A BONALLACK CONTAINER CAN TAKE IT!

A BONALLACK fully insulated Light Alloy Container mounted on a BONALLACK Light Alloy Platform Body. One of a fleet employed by Messrs. Jackson Mills Ltd. in their nation-wide distribution of fish from port to customer.

Construction	Fully heat treated aluminium alloy with inner and outer framing separated to avoid heat conduction. Lined throughout in alloy sheet.
Insulation	4" Polystyrene all over.
Dimensions	17' 0" x 7' 0" x 7' 0" height (O/A) 16' 4" x 6' 4" x 6' 0½" height (internal) 580 cubic feet capacity

There is a BONALLACK Container for every class of goods, including those requiring refrigeration.

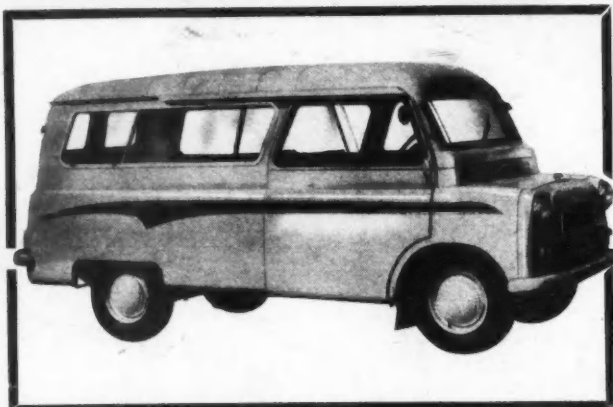
For Road, Rail or Sea—
from Factory or Ship straight to the Consumer.

May we send you our illustrated brochure or one of our qualified technical representatives who will be pleased to call and discuss your problems with you?

BONALLACK
& SONS LTD

NEVENDON WORKS, BASILDON, ESSEX. BASILDON 20481-91





MARSHALL BODIES EVERYWHERE

Specialist bodywork for all makes of chassis using composite, light alloy or light steel construction.

MARSHALL MOTOR BODIES LTD.
AIRPORT WORKS • CAMBRIDGE • PHONE 56291



the Universal Success of **MERLIN** DIESEL INJECTION

**SERVICING EQUIPMENT is merited
by HIGH PRECISION STANDARDS**

Merlin machines are individually built to withstand years of hard usage.

LOW COSTS

Merlin equipment is extremely reasonably priced. Let us prove this by quoting for your own requirements.

SIMPLICITY OF OPERATION

Merlin equipment is designed to ensure that the operator can speedily and efficiently produce results.

SOME MERLIN FEATURES:

Electro-hydraulic pump test benches.
Patent electroscopic phasing.
Built in DPA equipment.
Unique fuel feed system.



Merlin supply the most completely equipped machines at the lowest price.

MERLIN

ENGINEERING COMPANY LTD.

Dept. C.M. HEBBLE MILLS • HALIFAX • YORKS

Telephone: Halifax 60241-2 • Telegrams: Merlin, Halifax

Tested, proved and accepted...



Exide KHV

Why does it pay the smaller owner to choose the battery used by the big fleet operators? Because the big firms choose on costing; and calculate costs solely on tests made by themselves—long, accurately logged tests in actual road service. Today, big fleets in every part of the country are equipped throughout with Exide KHV. This lighter, less bulky heavy duty battery with longer life, higher starting performance but lower initial cost, has proved itself in every test *the battery it pays best to use.*

A PRODUCT OF CHLORIDE BATTERIES LIMITED • BACKED BY WORLD-WIDE SERVICE

Enquiries to: London, Elgar 7991 • Bristol 64086 • West Bromwich 2361 • Leeds 20248 • Glasgow, Bridgeton 3734 • Manchester, Blackfriars 1158 • Belfast 27953

LI 273

COMMERCIAL VEHICLE SALES AND REPAIRS

"ESSEX" LTD.

CRANES CLOSE, BASILDON, ESSEX.

Tel.: BASILDON 20223

A.E.C. DISTRIBUTORS

DODGE AGENTS

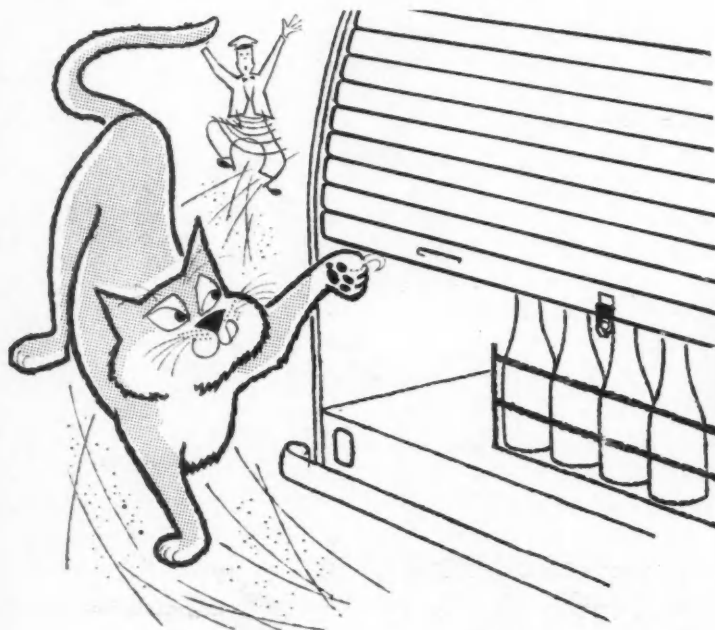
SPARE PARTS FOR ALL MAKES AVAILABLE

NIGHT AND DAY BREAKDOWN AND REPAIR SERVICE

FUEL INJECTION SPECIALISTS

**NEW VEHICLES—ANY MAKE—PASSENGER OR GOODS
FOR EARLY DELIVERY**

PART EXCHANGES — DEFERRED TERMS



*Fingertip
opening
with*

BRADY
REGD.
SHUTTERS

**G. BRADY & CO. LTD.
MANCHESTER 4**

Telephone: COLlyhurst 2797/8/9

LONDON: Thames Works, Strawberry Vale,
Twickenham. Telephone: POPesgrove 0800
BIRMINGHAM: Rectory Park Rd., Sheldon, 26
and at Montreal, Port Credit, Oslo, Hong Kong

Send for literature to Dept. 8

MANUFACTURERS OF BRADY HAND AND POWER OPERATED LIFTS

the backbone of reinforced plastics

The qualities which have made E composition glass fibres essential for electrical insulation and as an industrial textile fibre are equally essential to give the best possible results in plastics reinforcement.

FIBREGLASS E composition contains less than 1% alkali and gives laminates higher strength and improved long term moisture and heat resistance. It is available from Fibreglass Ltd as reinforcing mats, rovings, chopped strands and yarns; from weavers as woven cloths, tapes and woven roving fabrics.

Fibreglass Ltd are the largest producers of plastics reinforcement fibre in Europe. They have the right materials for the job—your job.



FIBREGLASS LIMITED, ST. HELENS, LANC'S
TEL: ST. HELENS 4224



What's YOUR Line?

- go to

ZENITH MOTORS

OF COMMERCIAL ROAD

THE MAIN **FORD** DEALERS IN THE CITY AND EAST LONDON

ZENITH MOTOR & ENGINEERING WORKS LIMITED

Head Office: 585/593 Commercial Road, London, E.1. Tel: Stepney Green 1851 (20 lines)



Provisions?

Transport?

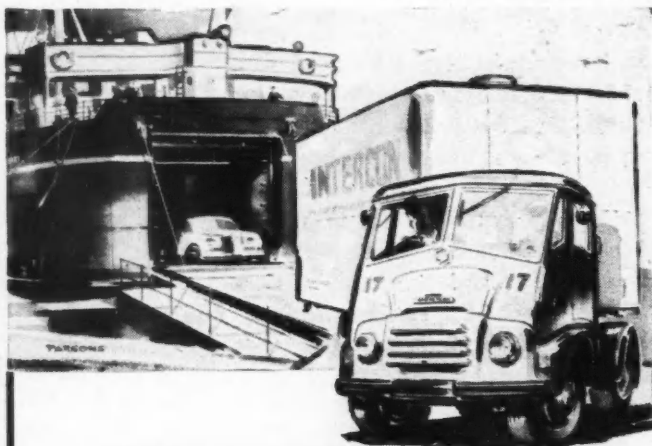
Brewing?

Fashions?

Removals?

or ???

Whatever your line
we can design and
build a Commercial
Motor Body to suit
your requirements
Prompt delivery of
the Ford Range:-
5-cwt to 10 ton



EXPORTS to Northern Ireland and the Continent

'Drive-on drive off' is quicker, easier, cheaper, safer

The drive-on drive-off ships of The Transport Ferry Service are the modern route across to Northern Ireland and the Continent. They're safer for your exports, the routes are simpler and you get faster deliveries. Lorries drive straight on to the ship from the quay and drive off again the other side. No loading and unloading. No handling delays. Breakages

and pilfering are reduced to the minimum. Packaging is reduced and therefore safer. Road transport sailing from Tilbury or Preston today delivers your goods abroad tomorrow! Send your own lorries if they conform to international regulations, or write for names of haulage contractors operating through trunk services.

THE TRANSPORT FERRY SERVICE

(ATLANTIC STEAM NAVIGATION CO. LTD.)

25 WHITEHALL · LONDON · S.W.1 Telephone: WHitehall 5564 Telex. 23482

REGULAR & FREQUENT SAILINGS BETWEEN TILBURY & ANTWERP · DAILY SAILINGS BETWEEN PRESTON & NORTHERN IRELAND (LARNE OR BELFAST)

visions?
nsport?
wing?
hions?
novals?
??

LEPH



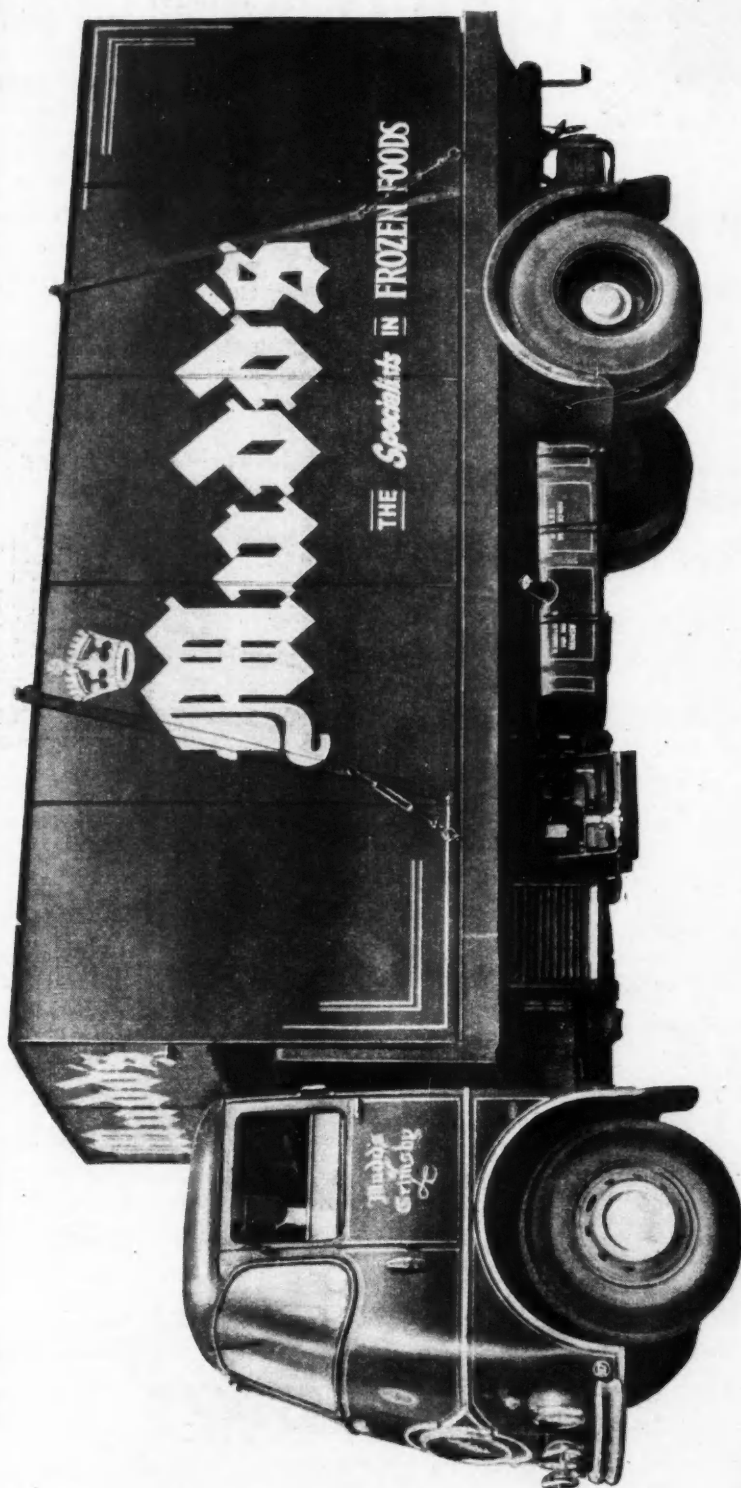
TS
land
ent

er

g is
from
mor-
onal
oper-

(FAST)

T.S.F.3

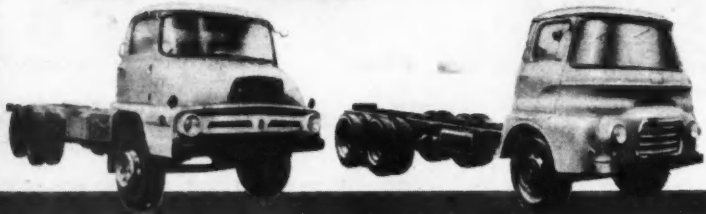


Refrigerated Transport

The wise men of private industry know what they want and with years of experience behind them in refrigerated transport choose the company with years of experience in this specialised industry to give them trouble free, reliable and heavy duty mobile refrigeration. The refrigeration plant ESSEX manufacture has had years of constant development and is as trouble free as it is possible to achieve. This is the refrigeration plant of the future, years in advance due to new techniques in research at our factories.

ESSEX Refrigeration Company Ltd. Head Office: Jutsons Lane, Romford, Essex. Tel.: 49671

4 + 2 = PROFIT



FIT *Boys* 3RD AXLE SUSPENSION FOR REALLY BIG BUSINESS



HENRY BOYS & SON LTD.
OXFORD STREET, WALSALL

Telephone: Walsall 21381

Associated Company: Traxle (Pty.) Ltd., S. Africa



Yes, Boys 3rd Axle Suspension units are really BIG BUSINESS. Virtually every 7 ton commercial can be converted to a rigid six-wheeler with these widely acclaimed suspension units. Fantastic economy with low capital cost makes Boys 3rd Axle the most sought after unit of its kind. Bigger payload and lower maintenance costs means more profit from your fleet. Write TODAY for full details.



Degrease vehicles this effective way

Service maintenance of hard-worked vehicles without dismantling saves time and cuts costs. More operators prefer the searching action of SOLVEX, used in conjunction with high-pressure cleaners to remove oil, grease and dirt from vehicle parts. SOLVEX degreasing will save you money just because so little is needed for a really effective cleaning action—write for a testing sample today.



Save time and tempers
with **FLICK**
EASING OIL
FLICK frees rust-locked
parts without damage

5/- per pint tin

Solvex

REGISTERED TRADE MARK

CLEANING & DEGREASING COMPOUNDS

FLETCHER MILLER LTD., ALMA MILLS, HYDE, CHESHIRE
Telephone: HYDE 3471 (5 LINES) Telegrams: EMULSION, HYDE

SPARSHATT'S

Telephone
TOTTON
2 2 5 8

SOUTHAMPTON

South of England
GROUP
VEHICLE
Depot

Leyland
SPARES & SERVICE
Mobile

SPARES AND
SHOW VAN
THROUGHOUT THE
SOUTH & WEST

Leyland

Specialists

NEW VEHICLES

Ask for **PART EXCHANGE** allowances



THIS CUSTOMER GAVE US THE PRIVILEGE



LEAP
INTO
THE **LEAD**
WITH
LEYLAND



The
HALLMARK
of
SUPERB
BODYWORK

Representing all that is best in
STYLE, QUALITY and SERVICE-
ECONOMY in the design and
construction of distinctive
vehicle bodies.

We would appreciate the
opportunity to quote for your
requirements.

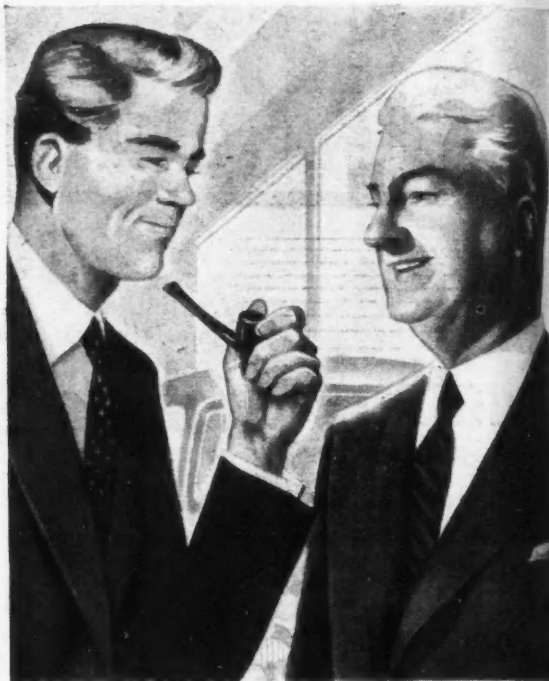
-by

STRACHANS

of course!

STRACHANS SUCCESSORS LTD, NORTH ACTON, LONDON, W.3

ACORN 0033



"It isn't an easy job . . .

maintaining a high sales figure, unless you offer customers good H.P. facilities. Fortunately, one of the people who appreciates this is my local B.W. Manager. We talked the same language right from the start. As you probably know, John, I've used their Hire Purchase Plan to help me to sell ever since I started. And I don't mind telling you that it's brought me other dividends as well as high sales. For instance, B.W. helped me to expand my business by giving me a mortgage on these new premises. We must expand if we are to go ahead and you can trust B.W. to give you the right help. It's reassuring to have their 90 years' financial experience behind every move you make."

* We provide a nation-wide financial service through our 50 Branches. Our local Manager will give your enquiry immediate attention.



The

British Wagon

COMPANY LIMITED

Head Office:

Moorgate, Rotherham, Yorks. Tel. Rotherham 5466

Southern Head Office:

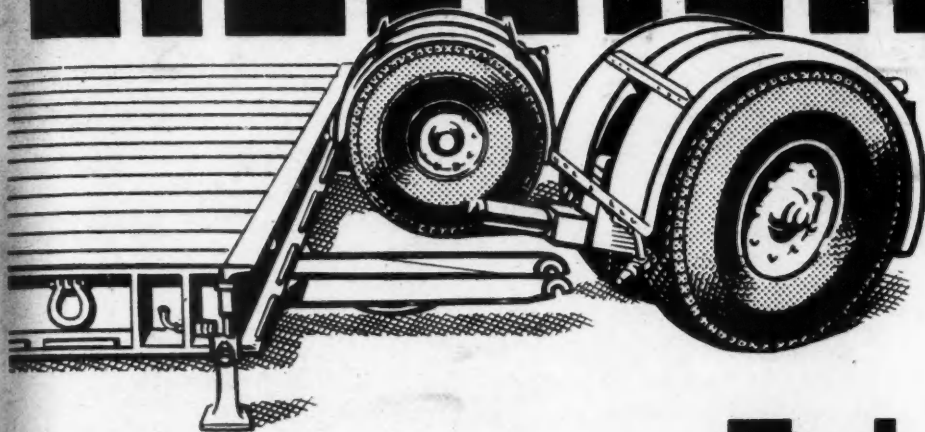
Rotherham House, Grosvenor Crescent, London S.W.1.

Tel.: Belgravia 8000

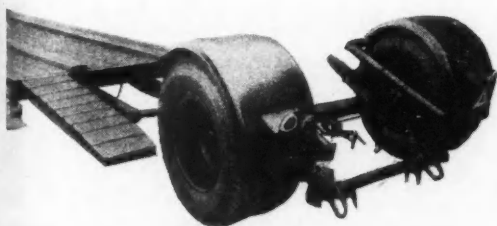
**THE FRIENDLY FIRM WITH
BRANCHES THROUGHOUT THE COUNTRY**

BW/BMT

SIMPLICITY



An acknowledged feature of **Taskers** **LOW-LOADERS**

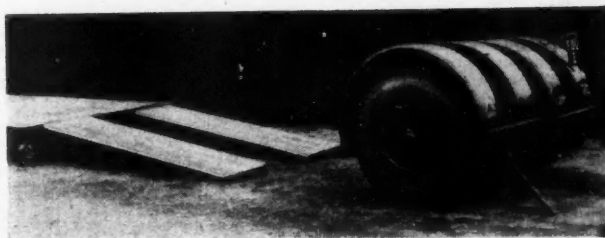


An important feature, as handlers of Taskers trailers well know. Simplicity implies efficiency . . . and that includes loading and unloading. Rear wheel assemblies are a case in point. Secure and safe, yet needing the minimum of men and movements to detach and roll clear. No fuss or bother. Good designing with the right attitude to operators' requirements. An attitude peculiarly Taskers . . . perhaps because we've been at the job a long time!

TIME SAVING LOW-LOADERS

Taskers

*BRITAIN'S MOST EXPERIENCED
TRAILER PEOPLE*



Write for details:

TASKERS OF ANDOVER (1932) LTD., ANDOVER, HANTS.

Tel.: ANDOVER 2312

Telex: ANDOVER 47-539

London Office: 36 Victoria Street, S.W.1.

Tel.: ABBey 2202

Manchester Office: 26 Corporation Street, Manchester 4

Tel.: Deansgate 6009

Telex: Manchester 66-249

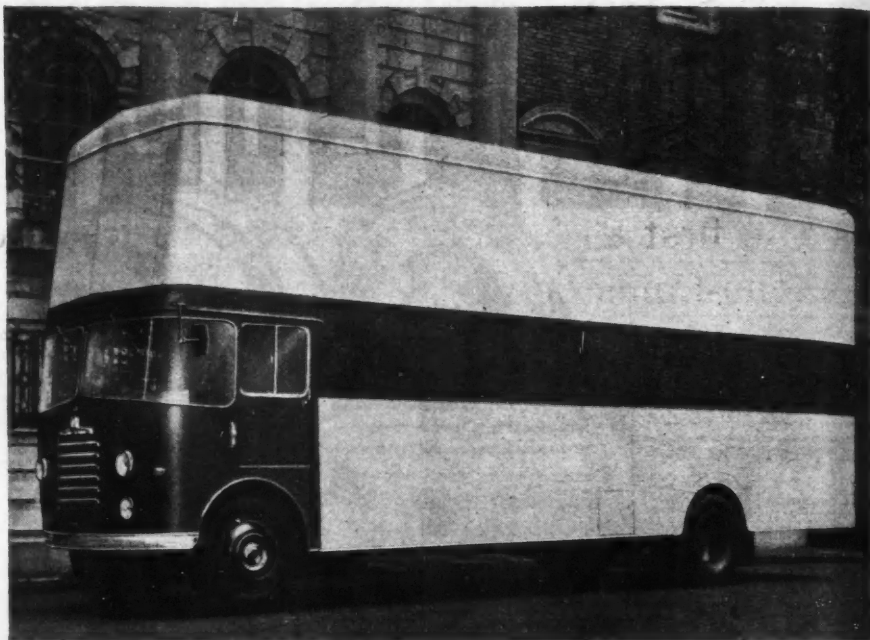
FOR BULKY LOADS

EARLY
DELIVERY
OF

BEDFORD

PANTECHNICS

ON
216"
WHEELBASE



OPTIONAL ENGINES : 300 cu. in. PETROL 300 cu. in. DIESEL 351 cu. in. DIESEL
INTERIOR BODY LENGTH 23' 10"

FOR FULL SPECIFICATION

80/90 PORT STREET, MANCHESTER 1. Phone : CENTral 4311 (10 lines)

Hills
GARAGES

HILLS GARAGES (MANCHESTER) LTD.

LLANFAIR P.B. RHYL

24
HOUR
BREAKDOWN
SERVICE

CARS & COMMERCIAL
VEHICLES

LLANDRINDOD WELLS

**AUTOMOBILE
PALACE LTD.**

AUSTIN
THREE POINT
DISTRIBUTORSHIP

of
LLANDRINDOD WELLS TEL. 2214
& LLANFAIR P. G. TEL. 355

GROSVENOR MOTORS
of RHYL TEL. 1880

Six wheeler payloads give so much extra profit

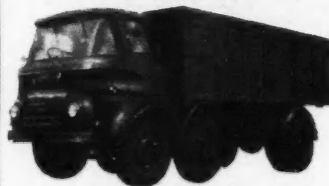
"Primrose" TWINSTEER gives extra payload



Up to 50% extra carrying capacity
can be obtained with this highly
successful conversion, available for
many makes of vehicles.

Ask your local
agent or write
direct for full
information and
literature.

★ We build Semi-Trailers
from 8 tons to 17 tons and
carry out Third Axle
Conversions and Chassis
Extensions. Enquiries
invited.



**PRIMROSE
GROUP SALES**

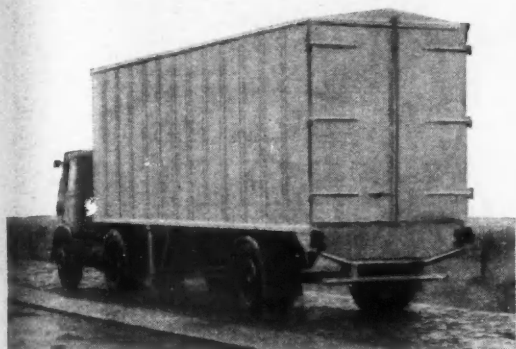
Clitheroe Road,
Whalley, Lancs.
Tel.: Whalley 3315/6/7

The BIG news in transport is

THE DURAMIN

SUPER-FREIGHTER

The first all-British, all light-alloy frameless semi-trailer van



The Super-Freighter undergoing trials on the pavé at the M.I.R.A. proving ground

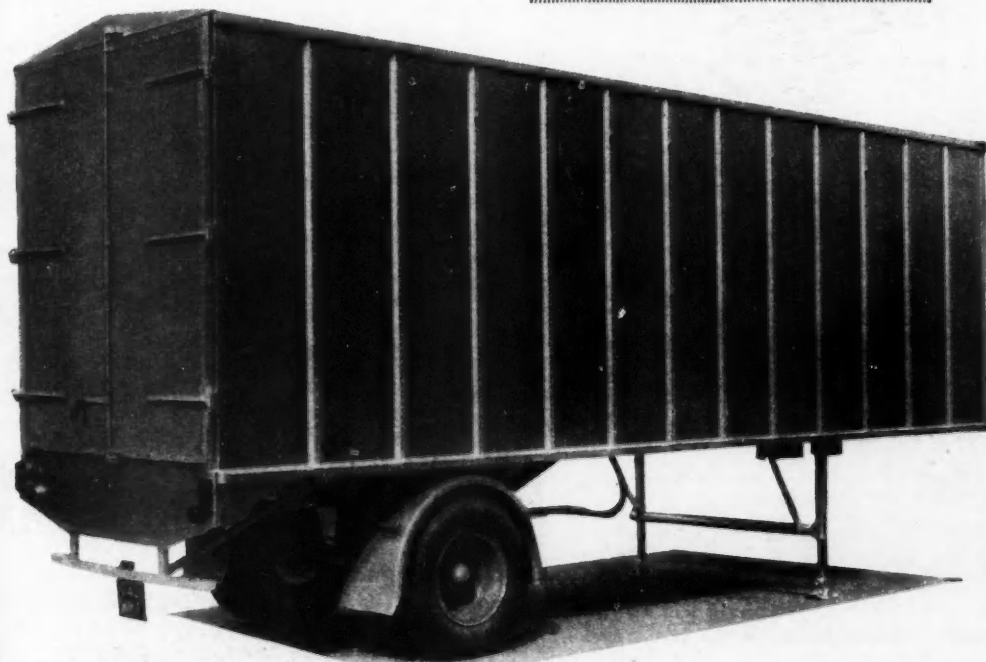
Another giant stride in British enterprise is the new SUPER-FREIGHTER. Designed and manufactured by the Duramin Engineering Co. Ltd., who pioneered light-alloy body building. The new integral construction semi-trailer van is available in a wide range of dimensions, load ratings and specifications, including insulated and refrigerated.

The example illustrated is 26 ft. long and provides 1400 cu. ft. of cargo space, and weighs to standard specification complete under 2 tons 14 cwt. A reinforced floor to take fork-lift trucks adds 2 cwt.

The performance of the Duramin Super-Freighter on extensive tests at the M.I.R.A. track at Nuneaton, which included 180 miles on the pavé, is convincing evidence of the strength and resilience of the light-alloy construction. The use of light alloys and integral construction can provide a gain in PAYLOAD of up to 1 ton which, with minimum maintenance costs, makes for increased profitability.

light-alloy bodies by

Duramin
Regd.



WRITE NOW! A demonstration model is now on tour. Applications to see this new vehicle should be made without delay.

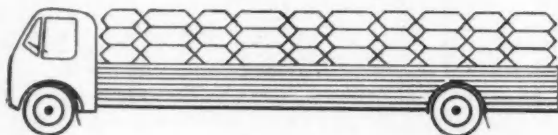
DURAMIN ENGINEERING COMPANY LIMITED, Stonefield Way, Ruislip, Middx.
Phone: Viking 3322 (5 lines). Grams: Duramin Ruislip. Also at Lydney, Gloucestershire. Phone: Lydney 208.



why risk a pile up?

Let Baico help you

Baico



wheelbase extensions are the answer

BAICO PATENTS LIMITED
327-329 High Road, Chiswick, London, W.4
Telephone: Chiswick 2286-2287
Telegrams: "Baicopat," London, W.4

SECURE THOSE GOODS!



NEW TYPE SHUTTERS

Combine safety with efficiency by fitting "Eezilift" shutters. The all-metal bearings ensure easy manipulation with no bounce or rattle. Smart in appearance. An indispensable asset to all commercial vehicles.

HOWARD BROS. LTD., Works: Mount Pleasant, Ealing Rd., Wembley, Middx. WEMBLEY 5015



BRADFORD ROAD GARAGE (Leeds)

Official E.R.F. Distributors for Yorkshire

**EMPIRE WORKS, LEEDS and
BRADFORD ROAD, LEEDS, 13**

**24 HOUR
HEAVY DUTY BREAKDOWN SERVICE**

Telephone: DAY Pudsey 2812 & 2791
NIGHT Pudsey 2812

Name

A

ABCO

Albion M

Arlington

Atlantic

Automob

B

Baico Pat

Boden T

Bonallack

Boys, He

Bradford

Brady, G

British E

British V

Brown B

Brown, I

Brown, J

Burton

C

Campbe

Capital

Chlorid

Comme

Ltd.

Cranes

D

Dennis

Desmo

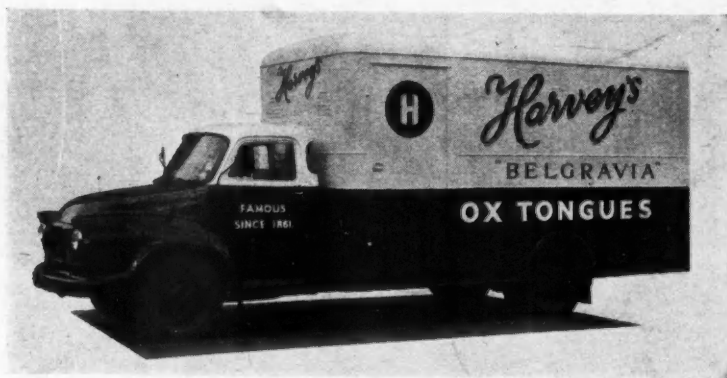
Dunlop

Duram

CAPITAL MOTORS

for the right **BEDFORD** for your business

The high-class box van illustrated features a straight floor specially constructed for pallet loading, a sliding door and translucent roof. The chassis, Bedford of course, is a 4 tonner with fuel-saving diesel engine. This vehicle is "Capital" designed to meet a customer's exact need. May we ensure outstanding value for you too? "Capital" bodies range from 300 to 1,500 cu. ft. in capacity. Bedford chassis cater brilliantly for every load from 12 cwt. to 12 tons.



CAPITAL MOTOR CO. LTD.

Remington Street, City Road, London, N.1
Tottenham Lane, Hornsey, London, N.8

CLERkenwell 7456
MOUnview 3451

BEDFORD
MAIN
DEALERS

INDEX TO ADVERTISERS

Name	Page
A	
ABCO	67
Albion Motors, Ltd.	3
Arlington Motor Co., Ltd.	38
Atlantic Steam Navigation Co., Ltd.	16
Automobile Palace, Ltd.	22

B	
Baico Patents, Ltd.	24
Boden Trailers, Ltd.	70
Bonallack & Sons, Ltd.	11
Boys, Henry, & Son, Ltd.	18
Bradford Road Garage (Leeds)	24
Brady, G., & Co., Ltd.	14
British Electric Traction Co., Ltd., The	68
British Wagon Co., Ltd., The	20
Brown Brothers, Ltd.	70
Brown, David, Corporation (Sales) Ltd., The	Inside Front Cover
Brown, W. J., Ltd.	67
Burtonwood Engineering Co., Ltd.	8

C	
Campbell Symonds & Co., Ltd.	69
Capital Motor Co., Ltd.	25
Chloride Batteries, Ltd.	13
Commercial Vehicle Sales & Repairs (Essex), Ltd.	14
Cranes (Dereham), Ltd.	9

D	
Dennis Bros., Ltd.	7
Desmo, Ltd.	36
Dunlop Rubber Co., Ltd.	28-29
Duramin Engineering Co., Ltd.	23

Name	Page
E	
Essex Refrigeration Co., Ltd.	17
Express Body Works, Ltd.	69

F	
Feeny & Johnson, Ltd.	36
Ferraris of Cricklewood, Ltd.	70
Fibreglass, Ltd.	15
Firestone Tyre & Rubber Co., Ltd.	Back Cover
Fletcher Miller, Ltd.	18
Flexible Lamps, Ltd.	69
Ford Motor Co., Ltd.	31

H	
Hands (Letchworth), Ltd.	4
Hills Garages (Manchester), Ltd.	22
Holmes (Preston), Ltd.	5
Holmes Transport (Cheltenham), Ltd.	67
Howard Bros., Ltd.	24

K	
Karrier Motors, Ltd.	1
Kirkby & Sons (Sales), Ltd.	37

L	
Lampeter Timber & Trading Co., Ltd., The	67
Leyland Motors, Ltd.	27

M	
Marshall Motor Bodies, Ltd.	12
Merlin Engineering Co., Ltd.	12
Michelin Tyre Co., Ltd.	32
Mitchell, L. A. (Motors), Ltd.	69
Morris Commercial Cars, Ltd.	Front Cover

Name	Page
N	
Nightingale Engineering Co., Ltd.	69

P	
Power Petroleum Co., Ltd., The	33
Primrose Group Sales	22

R	
Reeves, Norman (Motors), Ltd.	36
Rootes Acceptances, Ltd.	10
Rootes, Ltd. (Used Vehicles)	35
Rubery Owen & Co., Ltd.	34

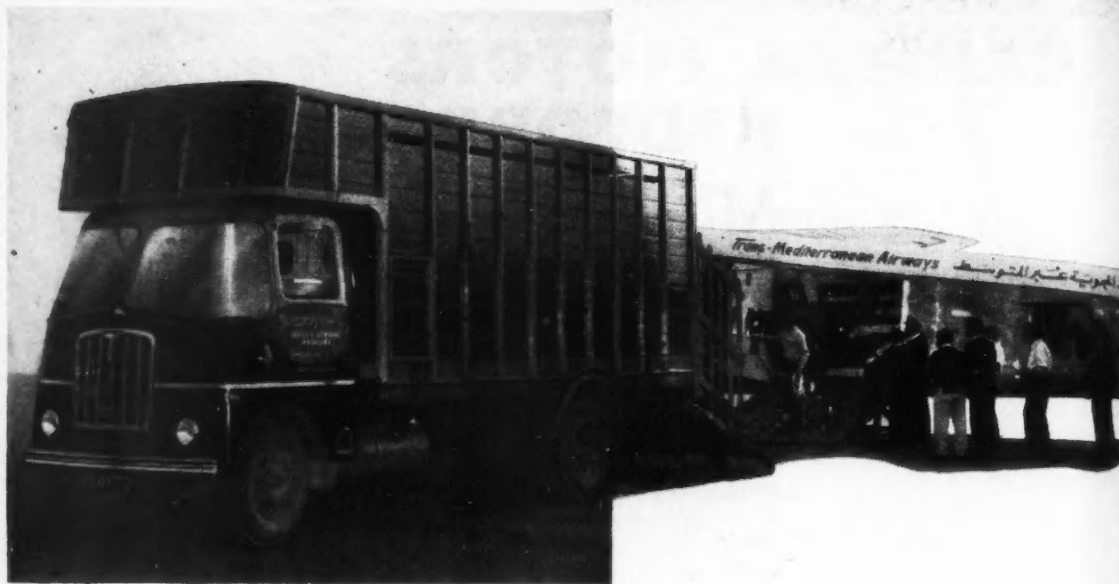
S	
Simms Motor Units, Ltd.	Inside Back Cover
Sparshatt, J. H., & Sons (Southampton), Ltd.	19
Steel Barrel Co., Ltd., The	6
Strachans Successors, Ltd.	20

T	
Taskers of Andover (1932), Ltd.	21
Transport Equipment (Thornycroft), Ltd.	26

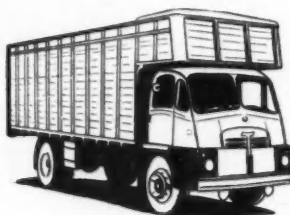
U	
United Motor Finance Corporation, Ltd.	30

W	
Wellworthy, Ltd.	2

Z	
Zenith Motor & Engineering Works, Ltd.	16



A "SWIFTSURE" cattle-truck being loaded with livestock from overseas at London Airport.



Thornycroft vehicles due to their robust construction are ideally suited for the transport of livestock, market garden and agricultural products,

which often have to be collected from sites remote from metalled roads.

Drivers appreciate the above average comfort in the latest Thornycroft styled cab which provides wide vision, heating and other modern amenities.

Branches and Agents throughout the country provide an After-Sales service second to none for all THORNYCROFT vehicles

THORNYCROFT VEHICLES

**for Transport of Livestock
Agricultural Products, Grain and Seed**

TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED, BASINGSTOKE, HANTS.

Basingstoke 1200

London Office: THORNYCROFT HOUSE, SMITH SQUARE, S.W.1.

Abbey 8000

A National Scandal

MR. J. S. WILLS, chairman of the Western Welsh Omnibus Co., Ltd., was not exaggerating when, last week, he described the illegal use of small buses as a national scandal. Pirates are turning back the clock to the lawless days before the passing of the Road Traffic Act, 1930. There is, however, a significant difference between those days and the present. Before 1930 competition was free for all. Under the licensing system legitimate operators are now strictly regulated in their activities, and they are having to fight the pirates with one hand tied behind their backs. They are unable to take effective competitive counter-measures and the law fails to protect them.

As Mr. Wills said, it is often most difficult to obtain a conviction, because the passengers and the drivers are in the same conspiracy. Even when a conviction has been secured, there is apt to be misplaced sympathy for the defendants. "Those loudest in their sympathy," Mr. Wills added, "will usually be those who are the first to complain if we have to put up our fares or take off a service as a result of this illegal competition."

The magnitude of the problem is seen in an observation which he made near Cardiff City football ground during an association football match last winter. He counted 104 6-12-seaters, few of which were even licensed as public service vehicles. Undoubtedly, most of them were being run as unlicensed fare-taking buses by people who bought them with the deliberate intention of using them to earn untaxed income. They paid no proper licence fees, ignored the Conditions of Fitness Regulations, and flouted the authority of the Traffic Commissioners. It is ironical that this practice should be rife in an area where local authorities, as guardians of the ratepayers, are more vehemently resistant to legitimate bus-fare increases than anywhere else in the country.

It is hardly surprising that under these conditions 55 per cent. of the routes and 37 per cent. of the mileage of the Western Welsh Omnibus Co., Ltd., should last year have been unremunerative. Most of the routes were in rural areas. Any recommendation for the alleviation of the difficulties of operating rural services which may be put forward by the Jack Committee will be ineffective unless the police and the Traffic Commissioners make a determined effort to stamp out illegal competition with licensed facilities.

Cold Comfort

LORD DERWENT was a little optimistic when he said in the House of Lords, last week, that commercial-vehicle operators would be "much comforted" by the safeguards of their interests which the Minister of Transport proposed where local authorities took advantage of the powers given them by the Road Traffic and Road Improvements Bill to prohibit loading and unloading for more than six hours in any day. Admittedly, the Minister has agreed immediately to consult local authorities and operators' organizations on the subject. Moreover, a council would have to consider objections to an extended ban at a public inquiry and send a copy of the inspector's report to the Ministry at least a month before the date on which an order authorizing it was to be introduced.

The theory is that the Minister would be able to discuss the matter with the local authority if, in the words of Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport, "he thinks anything proposed goes beyond what is reasonable on traffic grounds." But how can the Minister, sitting in Whitehall, know the physical

Editor:

A. E. SHERLOCK-MESHER

Technical Editor:

JOHN F. MOON
A.M.I.R.T.E., A.S.A.E.

Proprietors:

TEMPLE PRESS LIMITED

Chairman and Managing Director:
ROLAND E. DANGERFIELD

Head Office:

Bowling Green Lane, London, E.C.1.
Telephone: Terminus 3636.
Telegrams: "Pressimus London Telex."
Telex: 23839.
Cables:
"Telex 23839=Pressimus London."

Branch Offices:

Bayliss House, Hurst Street, Birmingham.
Telephone: Midland 6616.

50 Hertford Street, Coventry.
Telephone: Coventry 27414.

1 Brazemose Street, Manchester.
Telephone: Deansgate 6114-8.

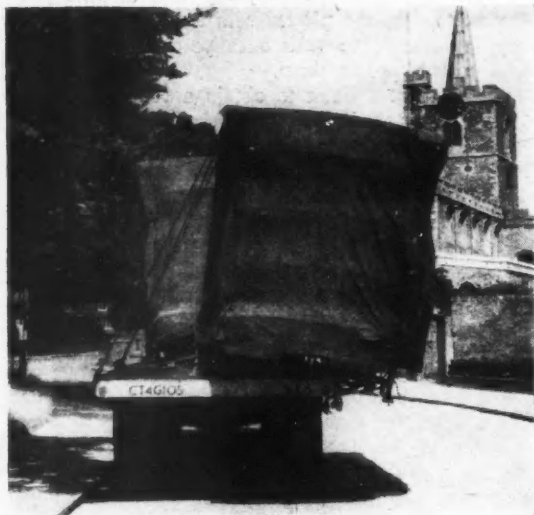
12 Renfield Street, Glasgow.
Telephone: Central 1413.

Annual Subscription Rate: £3 10s.
U.S.A. and Canada: \$10.00.

© Temple Press Limited, 1960. The proprietors will consider any written requests to reproduce articles and illustrations appearing in this journal. Comment and brief extracts which acknowledge The Commercial Motor are permissible.

characteristics of a street in a small northern town, and assess the effects of an all-day ban on loading and unloading on the businesses of local traders and the concerns supplying and carrying for them?

Local authorities are obviously intended to use their new powers, otherwise they would not have been granted. But any effective safeguard for the interests of commercial-vehicle operators would completely nullify the provisions of the Bill. Nothing can ever justify the prohibition of loading and unloading for more than six hours a day, and no amount of reassurance will undo the damaging possibilities of a clause that should never have been enacted.



Don't look now, but your slip is showing.

Royal Vigilance

AMONG those who are concerned about the emission of black smoke by oil-engined vehicles is the Duke of Edinburgh. What His Royal Highness thinks desirable today, the public are liable to demand tomorrow. If he believes that the law on "smoking" needs tightening up, watch out.

Profile That Never Was

THE announcement of the appointment of Mr. A. J. Burton as director of manufacturing services to the B.S.A. Co., Ltd., on August 1, ends two months of speculation in automobile engineering circles. Mr. Burton resigned as works director at Longbridge and director of manufacture of B.M.C. Midland factories in May, at a time when his profile for "Men Who Make Transport" was already in type.

It is unlikely, however, that his name will disappear entirely from the industry. Although he would have liked to have been a surgeon, he comes of engineering stock and at the age of 44 is a production executive of distinction. His interests outside the boardroom? Golf, cricket and tennis.

Competitive Hauliers

ORGANIZERS of eliminating rounds of the Lorry Driver of the Year Competition who have tried in vain to persuade hauliers to enter will envy the promoters of the Stepney contest last Sunday. Of the 89 vehicles entered, 53 came from hauliers and B.R.S. Fourteen of the 24 concerns taking part were professional carriers. The secret: vigorous support by the Road Haulage Association.

B26

Men Who Make Transport—44

ALTHOUGH its importance in terms both of local employment and world trade is considerable, the factory of Ferodo, Ltd., at Chapel-en-le-Frith, is unobtrusive. Controlling this large and virile organization there is also a somewhat retiring figure, Geoffrey Scott Sutcliffe, O.B.E., T.D., whose business career has been devoted exclusively to Ferodo. He joined the organization in January, 1932, as a trainee.

Immediately before this, in the sixth form at Repton, he had started reading law, and the logical approach and faculty for critical analysis which were then acquired proved valuable assets in the years to come. For a variety of reasons the young man elected to pursue a commercial, rather than a legal, career. He was accepted by the Turner and Newall Group and only the luck of the draw directed to the Ferodo headquarters the trainee who was later to become the company's chairman.

For several years he went through all the departments of the works and offices. His training on the production side was completed as a foreman, after which he was transferred to the home sales field. Various more or less junior jobs came his way before appointment as sectional manager for the sale of fan-belts which Ferodo began to manufacture in 1937.

Already the shadow of war could be seen on the horizon and, becoming a Territorial, 2-Lt. Sutcliffe found himself mobilized immediately on the outbreak of hostilities. Thus started a journey that led to France in 1940, through the evacuation at Dunkirk, back to England for renewed training and later to North Africa—

Bird's Eye View

Canadian Offer

I HEAR that a big Canadian haulier wants to buy an established British road transport business. He will be visiting Britain in the autumn in the hope of making a deal.

Fuel Saver

MR. "ALF" SUTTON, managing director of Sutton and Son (St. Helens), Ltd., tells me he is well pleased with the performance of his latest Atkinson eight-wheeler. Operating during the past five months on the company's Lancashire-London trunk service, it has averaged 13.4 m.p.g. It is a standard Atkinson with a Gardner 6LX 150 b.h.p. engine, six-speed gearbox and trailing axle. The double-reduction differential in the live axle has done much to improve fuel consumption.

United in Safety

YET another association is to be formed—this time, of vehicle safety-belt manufacturers. Its objects include the preservation of a high standard of quality and research into injuries sustained in accidents. Mr. Leonard D. Hodge, national director of the British Safety Council, took the initiative in calling the manufacturers together.

The Council is becoming a lively foil for the Royal Society for the Prevention of Accidents, who face "competition" also from the Road Operators' Safety Council.

Recognition

FOR years I have admired the single-minded purpose of Mr. S. W. Nobbs, a retired insurance official, of Norwich. By every means at his disposal, he has advocated sliding doors for cars. A prolific writer on his subject, he has earned a lot of column inches in local, national and technical newspapers.

Geoffrey Scott

with the First A until the Lt.-Col. trail the six year

After was get Sutcliffe there w was app when m selves f sales di 1955. M May 1, Newall,

His k braking the mar of heavy he think in trans brake, a this con Omnibus

From always b all coun Mr. Sut

By T

At last he has won first Contest, in wh of varying or the roads, in

The sliding the risk run b vehicle. Then the absence of passing sc people all the

Third Tr

THE Road tragic loss of Mr. Frank influence over regarded him members as h a replacement strength of ch

Silent Ex

THE reticen of Thomas the Road Hau transport with from the comp has succeeded not taken up

The Comme to "B.G." in declined the in he enjoy his

Frederick Scott Sutcliffe

a of local
rable, the
e-Frith, is
organization
Frederick Scott
has been
organization

at Repton,
broach and
n acquired
or a variety
commercial,
ed by the
f the draw
e who was

epartments
production
ch he was
ore or less
as sectional
o began to

the horizon
iff found
utbreak of
France in
back to
th Africa—

with the appointment of Brigade Major in the famous First Army. After taking part in the Tunis operations until the Germans surrendered he was transferred as Lt.-Col. Sutcliffe to the staff of Allied Forces H.Q. The trail that had started in 1939 finished in Italy just about six years later.

After the stresses of wartime activity the Ferodo factory was getting back into normal gear. For a while Mr. Sutcliffe served as home sales manager, but in 1947, when there was still much to do in realigning production, he was appointed works director. Five years later, at a time when more competitive conditions were making themselves felt, he returned to the distributive side as home sales director. The managing directorship followed in 1955. Mr. Sutcliffe became chairman of the company on May 1, 1956, and was appointed a director of Turner and Newall, Ltd., just 18 months later.

His keen personal interest in research on automotive braking matters means that he has a close knowledge of the many problems that beset the operators and drivers of heavy vehicles. Looking back over the past five years he thinks that probably the most important development in transport braking has been the introduction of the disc brake, and especially the work that has been performed in this connection by the Birmingham and Midland Motor Omnibus Co., Ltd.

From the Derbyshire village where Ferodo linings have always been made the company's products are exported to all countries of the Western World, a fact that has led Mr. Sutcliffe to study the impact of automotive braking



Mr. G. S. Sutcliffe, chairman of Ferodo, Ltd. Behind him is the shed where it all began.

By The Hawk

an Offer
to buy an
He will be
g a deal.

el Saver
Sutton and
used with the
Operating
Lancashire-
p.g. It is a
engine, six-
ation differen-
consumption.

in Safety
ne, of vehicle
the preserva-
into injuries
age, national
initiative in

Royal Society
petition" also

cognition
purpose of
of Norwich.
sliding doors
earned a lot
newspapers.

At last he has achieved a personal success for his idea. He has won first prize, a cheque for £500, in the National Safety Contest, in which nearly 9,000 persons put up their suggestions, of varying originality and usefulness, for improving safety on the roads, in the home and in industry.

The sliding door on the off side, says Mr. Nobbs, eliminates the risk run by passing cyclists when a driver alights from his vehicle. There are, of course, vanmen who have found that the absence of a door all too often puts them at the mercy of passing scooter riders. I suppose you can't please all the people all the time.

Third Tragedy

THE Road Haulage Association have suffered their third tragic loss in six months in the sudden death, last week, of Mr. Frank Milton, secretary of the Northern Area. His influence over many years has been so profound that I have regarded him as the Northern Area of the R.H.A. and the members as his satellites. It will be extremely difficult to find a replacement with Mr. Milton's knowledge of the industry and strength of character.

Silent Exit

THE reticent Mr. B. G. Turner, formerly managing director of Thomas Allen, Ltd., and one-time national chairman of the Road Haulage Association, has slipped quietly out of road transport with no more than a formal note of his retirement from the company secretary. His nephew, Mr. P. H. R. Turner, has succeeded him as general manager and director, but has not taken up the office of managing director.

The *Commercial Motor* would have liked to have paid tribute to "B.G." in "Men Who Make Transport," but he gracefully declined the invitation. The limelight is not for him. May he enjoy his retirement in peace.

on a global scale. His company have manufacturing organizations in Canada, India, Brazil and France. The origin of the French company goes back to the 1920s and it has developed with the object of meeting the requirements of the French vehicle industry.

Mr. Sutcliffe's most recent overseas tour was to Australia, where there are now more than 2.6m. motor vehicles to 10m. people. In 10 years the human population has risen by 25 per cent. as the joint result of a high birth rate and the Australian immigration policy. Thus, the market presents important possibilities for both enterprising manufacturers and enterprising young people. Mr. Sutcliffe's view is that as both political parties are agreed on the future immigration policy, and there is a high standard of living, the vehicle total must rise rapidly. He observed a marked improvement in conditions since the time of his previous visit to Australia in 1947, and regards that continent as one of Britain's most promising export markets.

Leaving commercial considerations aside for the moment, Mr. Sutcliffe believes that the whole of his team are extremely conscious of the contribution their company are making to the development of safety on the roads. On the braking side there still remains much to be done in this connection, for, referring to a paper given before the Institution of Mechanical Engineers, he is able to quote figures which show that 90 per cent. of vehicles in a recent independent test revealed varying standards of efficiency, all of which would be regarded as dangerous by the braking boffins.

When he feels entitled to a break from braking, Mr. Sutcliffe's favourite relaxation is sailing. His boat is moored at Abersoch in North Wales, and if times does not permit the 140-mile journey, either tennis or gardening provides a change from the many questions associated with his life's work in the retardation of road vehicles, large and small.

A.T.
n27

Appointment of Scottish Authority Criticized

FROM G. DUNCAN JEWELL

THERE is strong criticism among hauliers in northern Scotland of the appointment from September 1 of Mr. Ivo Townsend, M.B.E., to succeed Mr. Alexander Robertson as Scottish Deputy Licensing Authority. But this has nothing to do with Mr. Townsend personally, who, as a former clerk to the Scottish Licensing Authority, is well known and liked throughout Scotland.

Since his retirement from the position of clerk to the Scottish Licensing Authority, at Edinburgh, Mr. Townsend has been employed as licensing officer by Road Services (Caledonian), Ltd., Dumfries. This company has associations with Road Services (Forth), Ltd., who have bases in the Scottish (Northern) Area, and with the Alexander group of companies.

As a matter of principle, hauliers feel that no Licensing Authority should be put in such a position where his decisions might be criticized by disgruntled persons on the ground of bias.

It is also considered that the general principles adopted by the Ministry in making the appointment do not meet the needs of an Area with its own peculiar problems.

When the appointment became vacant, representations were made that the Variations of Traffic Areas (Scotland) Order, 1940, by which the Scottish Areas were joined as a temporary war-time measure, should be revoked. It was proposed that the Northern Scotland Area should revert to its pre-war status, with a Licensing Authority of its own.

More inquiries concerning haulage licences were held in the Northern Area than in the South, in 1959, and the volume of work justifies a full-term appointment.

The post involves journeys to the Orkneys, Shetlands, Hebrides, and places in the Highlands, where transport problems are such that they require continuity of policy over a reasonable period of time. The retiring Licensing Authority

has served the Area for 19 years, but local hauliers fear that Mr. Townsend, who stayed two years beyond the normal retiring age, at the request of the Ministry, will decide to end his tenure of office just when things have again settled down.

While officially the Road Haulage Association have accepted the situation, and feel that they can co-operate with a man they know and like, many important northern members are dissatisfied, and there is talk of raising these matters with local Members of Parliament.

Not unnaturally, individual hauliers do not seek publicity as they do not wish to affect good relations with the Licensing Authority.

MEAT CARRIERS ACQUIRED

THE Plymouth meat transport company of C. W. Bygrave, Ltd., has been acquired by Transport (Bristol), Ltd. Mr. Peter J. Wise is the sole director and Mr. C. W. Bygrave will now act as Plymouth representative of Transport (Bristol), Ltd., and associated companies.

Plans are in hand to build a cold store for meat and frozen foods near Plymouth Cattle Market which will link up with the network of depots established by the Wise Group of companies.

PROVISION FOR COMMERCIALS

THE Minister of Transport has been told by the Traders' Road Transport Association that provision for the parking of large commercial vehicles should be made in all future parking meter schemes.

value, and the income tax authorities had maintained that this was in effect the same as the compensation received for the vehicles from the British Transport Commission. The decision by the Special Commissioners, which is no longer challenged, is that in each case an independent valuation should be made to arrive at the open market value.

The second principle now finally established concerns the initial allowances hauliers are entitled to claim in respect of vehicles purchased from the B.T.C. under the Transport Act, 1953. The Commissioners agree with the contention, made on behalf of hauliers, that the price they paid for vehicles did not include an element representing the value for the special-A licences for which they were entitled to apply after purchase.

Fewer Vehicle Makers at the Show

THE number of vehicle manufacturers who will be exhibiting at the Commercial Motor Show, to be held at Earls Court from September 23 to October 1, has been reduced to 32. In 1958 there were 36. New names at this year's event will be Deutz and Mercedes-Benz from Germany, and Renault from France.

Makes exhibited in 1958 and absent this year are the French Chausson, the Czech Motokov, the British Maudslay, Reliant and Sunbeam, and the American Willys. The only trolleybuses in this year's Show will be B.U.T.

Foreign exhibitors are four from Germany and one from France. Makes to be exhibited are: A.E.C., Albion, Atkinson, Austin, Beardmore, B.U.T., Bedford, Commer, Daimler, Dennis, Dodge, Deutz, E.R.F., Foden, Guy, Goggomobil, Karrier, Leyland, Land-Rover, Mercedes-Benz, Morris-Commercial, Morris, Renault, Scammell, Seddon, Smith's N.C.B., Standard, Thames (Ford), Thornycroft, Trojan, Unipower and Volkswagen.

There will be 82 exhibitors of bodywork and trailers. In the accessory and component section there will be 224 exhibitors, and in the transport service equipment section 44.

MORE FOR LORRY DRIVERS

UNDER an agreement between the Transport and General Workers' Union and the flour-milling industry outside the London area, drivers of vehicles exceeding 16-ton capacity are to receive an additional 10s. a week. Below that payload rating, the increase is 9s. a week.

Night shunters employed by members of the Pressed Brick Makers' Association are to receive an extra 3d. an hour. The concession does not apply to shunters who are paid a 12½ per cent. bonus for driving on the public highway under an agreement covering the operation of heavy vehicles at 30 m.p.h.

12,000 PARCELS—"SMALL LOSS"

IN one month, British Railways and British Road Services, Ltd., lost 12,000 parcels, it was reported at last week's meeting of the East Midland Transport Users' Consultative Committee. They discussed the matter at the request of the National Union of Manufacturers, who complained both of losses and delivery delays.

However, Prof. R. Peers, chairman, expressed his satisfaction with the road and rail services provided, saying that he was "astonished" that delays and losses should be so small in view of the amount and complexity of traffic being carried.

LEICESTER MAKE PROFIT

ALTHOUGH a large wage increase amounting to £37,000 was paid and new buses were added to the existing fleet strength, Leicester Transport Department made a profit of £24,978 during the past financial year. Revenue totalled £1,113,879, and new vehicles cost £78,000.

Favourable Taxation Decisions Stay

DECISIONS in favour of hauliers made by the Special Commissioners of Income Tax will stand. This follows the withdrawal by the Inland Revenue of their request for a High Court opinion on two important principles. Mr. N. T. O'Reilly, a national vice-chairman of the Road Haulage Association and chairman of the finance committee, announced this at a meeting of the executive committee on Wednesday.

The first principle refers back to the Transport Act, 1947. In certain cases where compensation for nationalization was paid to hauliers, the income tax authorities were entitled to levy balancing charges in respect of the vehicles that were taken over.

The assessment of these charges was to be made by reference to open market

Makers

Manufacturers at the Comeld at Earls October 1, 1958 there year's event Benz from France. and absent Maussion, the Maudslays, the American uses in this

four from nce. Makes C., Albion, ore, B.U.T., er, Dennis, den, Guy, and, Land-is-Commer-cell, Seddon, ames (Ford), power and

rs of body- necessary and will be 224 port service

RIVERS

between the l Workers' ng industry drivers of capacity are to week. Below rease is 9s.

by members Association hour. The to shunters t. bonus for ay under an peration of

LL LOSS

railways and , lost 12,000 last week's d Transport tee. They request of the cturers, who and delivery

s, chairman, ith the road ying that he s and losses f the amount ing carried.

PROFIT

age increase as paid and existing fleet ort Depart- '8 during the nue totalled cost £78,000.

Licensing Weakness Exposed at Contested Hearing on Tours

A GLARING weakness in passenger licensing was exposed at Newcastle last week, when the Northern General Transport Co., Ltd., strongly opposed an application by Mr. R. L. Hardwick, 28 Jubilee Road, Eston, Middlesbrough, to vary excursions and tours licences from Middlesbrough, Redcar and Billingham via Dover to the Continent. He asked the Northern Traffic Commissioners for permission to add an alternative route by air, via Southend, and introduce 14- and 16-day tours and an additional tour to Belgium and Holland.

One objection was that the applicant's proposed road fare from Teesside to Southend, at £3 7s. 6d., would undercut the existing fare of £4. It was also pointed out that his existing fare to Dover, at £3 15s., granted in January, 1959, was well below the standard fare of £5 10s. Mr. J. L. R. Croft, for Northern General, submitted that £3 7s. 6d. was uneconomic if proper trade union rates were paid to drivers.

Mr. Hardwick said that his drivers were paid more than standard rates. He suggested that the £4 fare of the company to Southend was inherited from a Braithwaite Tour application for an excursion to Southend only, including a fantail to Clacton (*The Commercial Motor*, April 22). The public should not be asked to pay higher fares and Northern General ought to come into line with his own fares, he added.

Questioned by Mr. Croft concerning a statement that he could operate cheaper by air than sea when the party rate was £3 5s. 6d. by sea and £4 13s. 8d. by air, Mr. Hardwick replied that by filling a charter plane both ways the air fare could be cut to £2 19s.

The applicant was catering for working-class people on Teesside, said Mr. T. H. Campbell Wardlaw, who represented Mr. Hardwick. Some 2,354 had booked for licensed tours to Ostend and Blankenberg in 1960.

Private Travel Not Evidence

After hearing supporting evidence by four of 10 witnesses in court, Mr. Croft submitted that private party travel was not evidence for an additional tour, especially as only one witness had used Hardwick's licensed services.

The applicant had entered the licensed Continental tour business in 1959, on the plea that he was catering for people who could not afford expensive tours. Longer periods and higher fares were now sought. The application to operate via Southend was made only after Northern General were granted a short-term licence to do so. That company's application, later in the day, would reduce the prices of eight-ten-day tours to Holland, Ostend, Paris and Montreux, in 1961, from £30 to £20. The eight-day Ostend tour, under short-term licence, would be reduced in cost by £1 to £19.

Mr. Campbell Wardlaw submitted that Northern General were now seeking tours at popular prices for the first time and Hardwick was, in reality, the established operator. The company wanted a free hand in Western Europe yet objected to Hardwick.

Mr. J. A. T. Hanlon, chairman, said that the Commissioners agreed with the objectors that 16-day tours were in a different class from those licensed. They were prepared to give variety by granting additional coach-sea tours via Dover to Brussels, Amsterdam and Scheveningen for four or nine days, and for coach-air tours via Southend to Ostend and Blankenberg. But, he said, the road fares must be £5 10s. and £4 respectively to bring them into line with standard fares. The Commissioners had no control over the remainder of the charges and although higher road fares would be shown on the licence, the total cost of the tours would remain the same.

The application, by Northern General, to add nine Continental tours via Southend; covering France, Belgium, Holland, Switzerland, Spain, Italy, Austria and Germany, to licences originating from Newcastle upon Tyne, Whitley Bay and Durham, was granted. There was no opposition following the withdrawal of an out-of-time objection by Mr. Hardwick.

B.R.S. Likely to Lose Farm Traffic

EVIDENCE that British Road Services were in danger of losing a considerable volume of traffic in agricultural produce was presented to Mr. S. W. Nelson, Western Licensing Authority, at Bristol last week, when S.C.C. Transport (Devizes), Ltd., applied for three additional vehicles of 12½ tons and one semi-trailer of 4½ tons on A licence.

A normal user of "general goods, mainly eggs, fruit, fencing, agricultural and horticultural produce and requisites, and animal feeding stuffs, normally within 400 miles" was applied for.

A number of growers who had previously used B.R.S. supported the application and spoke of receiving a letter from B.R.S. which stated that rates would be increased. The figures also revealed that S.C.C. Transport were carrying substantially for the British Egg Marketing Board.

Mr. George Attwood, manager of J. Bibby and Sons, Ltd., said that the traffic which they were now handing over to S.C.C. Transport, which would increase, was previously carried by British Railways. The railways were unable to offer sufficient storage space but the applicants could.

Mr. William Streak, representing Wallace Son and Wells, Ltd., agricultural merchants, stated that they had purchased a new mill at Devizes to manufacture

Two Pipeline Schemes Authorized

TWO underground pipeline schemes, which together will cost about £3.3m., were authorized last week when the Esso Petroleum Bill was approved by a House of Commons Select Committee.

A representative of the Ministry of Power told the committee that the Minister regarded the projects as being in the national interest. The Bill, as amended, will now be reported to the House of Commons for a third reading. It still has to go to the House of Lords.

The Bill authorizes the construction of a pipeline to carry petroleum spirit from the refinery at Fawley to West Bedfont, Middlesex, principally to supply London Airport, and another one to carry ethylene gas to Avonmouth for the new Severnside Works of Imperial Chemical Industries, Ltd.

OUTPUT UP BY 10,271

OUTPUT of goods vehicles in June, at 46,674, was 10,271 greater than in May. The weekly average rate of production in June was 9,335. Exports of goods vehicles fell from the May figure of 12,721 to 11,358, but this level was still 1,691 higher than that of June, 1959.

Last month's output of passenger vehicles totalled 1,710 at a weekly average of 342. The number of exports was 552. In June, 1959, 1,735 passenger vehicles were made and 286 were exported. These figures were issued by the Board of Trade on Monday.

animal feeding stuffs, but this had not yet got into operation. They also had an export trade in barley to Belgium. This was new traffic in the district and they wished the applicants to deal with it.

For B.R.S. who objected, Mr. Leslie Jenkins said that he wanted it clearly understood that B.R.S. had conveyed fruit, vegetables and flowers for the local growers for a considerable time. He agreed that growers had been advised of a rate increase, but stated that B.R.S. had never said that they would not do the work.

Speaking of the egg traffic, Mr. Jenkins said that B.R.S. had conveyed for the Board over the past 9-10 years without complaint. In January they had caused delay on a consignment to East Anglia Egg Products, Ltd., as a result of a strike. Since then the traffic had been lost, and whereas earnings from the B.E.M.B. for the first six months of 1959 were £5,027, for the corresponding period this year they were £391.

Giving decision Mr. Nelson said: "I am satisfied something is required here because the present vehicles are fully occupied. Naturally B.R.S. are concerned over the loss of the egg traffic, but I cannot dictate to the customers who shall move their goods." He granted two vehicles including an "artic," but excluded eggs from the normal user.

A Great Loss to the Industry

TRIBUTES to the late Mr. Frank Milton (see Obituary below) were paid last week by Mr. J. A. T. Hanlon, Northern Licensing Authority, Mr. J. L. R. Croft and Mr. T. H. Campbell Wardlaw.

Mr. Hanlon said: "There is no question that his death will be a great loss to the Northern Traffic Area in particular, and to the road haulage industry in general."

Speaking on behalf of the British Transport Commission, Mr. Croft said that Mr. Milton had been a fearless opponent, but a very good friend. It was he, as much as anybody else, who had enabled the smooth operation of the 1933 Act to continue.

Mr. Campbell Wardlaw recalled that Mr. Milton had guided the industry in the North of England through many varied difficulties during the past 20 years. He had given his very best—"very nearly too much of his physical powers"—in the cause and interest of his members.

Obituary

WE regret to record the deaths of Mr. FRANK MILTON, MR. ARTHUR WOOLNOUGH, MR. RAY BROWNE and MR. R. J. ELMES.

Mr. Milton, who died last week at the age of 61, was secretary of the northern area of the Road Haulage Association. Before joining the R.H.A. he was a member of the staff of Blaney and Co., Ltd., Gateshead. He acted as area secretary of the Long Distance Road Haulage Association and became the area secretary for the R.H.A., and later of Associated Road Operators. At the time the Road and Rail Traffic Act came into force, he was responsible for setting up the association's licensing advisory system for the area. He was also area secretary for the Traders' Road Transport Association, Passenger Vehicle Operators' Association and the National Road Transport Federation.

Mr. Woolnough was production manager of the Luton and Dunstable factories of Vauxhall Motors, Ltd. He became Dunstable factory manager in 1954 and three years later returned to the Luton plant. He was appointed production manager of the two factories only last month.

Mr. Browne, also of Vauxhall Motors, Ltd., spent 23 years in the parts department. He was made manager of the parts stores in 1947 and was largely responsible for the planning of the present warehouse.

Mr. Elmes, who was sales director of Transport Brakes, Ltd., died last week following several months' illness. He joined the company when it was formed 25 years ago and was associated with the activities of the sales department throughout.

n30

Men in the News

MR. H. D. OLIVER has been elected to the board of Laystall Engineering Co., Ltd.

MR. G. MCKAY, assistant general manager and chief engineer of United Automobile Services, Ltd., has been appointed chief engineer of the Tilling Group.

MR. ERNEST R. BEECH has resigned from the board of the Ford Motor Co., Ltd. This follows his recent retirement as chairman of the Ford Motor Co. of America.

MR. A. E. NORTHROP has joined Thomas Greenwood's Sons, Ltd., Halifax, as commercial vehicle sales manager. He was previously employed by Oswald Tillotson, Ltd., Bradford, for 32 years, latterly as area manager.

MR. W. BLUNT has retired as general manager of Brockhouse Castings, Ltd. He has been made a director and will continue to serve the company in an advisory capacity. He is succeeded by Mr. J. GRIEVE.

MR. H. G. W. CHICHESTER-MILES of Empire Rubber Co., and Rubber Bonders, Ltd., has been elected president of the Federation of British Rubber and Allied Manufacturers. MR. S. D. SUTTON of Vendip, Ltd., and MR. C. H. M. BAKER of the Firestone Tyre and Rubber Co., Ltd., have been elected vice-presidents of the Federation.

MR. S. D. HERINGTON, a practising solicitor in London, has been appointed to the board of Lancashire United Transport, Ltd.

MR. S. G. MUNDY, managing director of Crypton Equipment, Ltd., has been elected president of the Garage Equipment Association.

MR. FRANK WHEELER was last week re-elected chairman and MR. E. W. VOLLER vice-chairman of the Road Haulage Association's national licensing committee.

MR. D. O. GOOD, a national vice-chairman of the Road Haulage Association, was on Monday elected chairman of the National Road Transport Federation.

MR. D. G. STOKES, sales and service director of Leyland Motors, Ltd., will succeed MR. W. E. PEARSON, managing director of Scammell Lorries, Ltd., when he retires this week-end. Mr. Stokes' other responsibilities within the Group are not affected.

MR. H. B. T. WILDE has been appointed chairman of Smith's Stamping Works (Coventry), Ltd., in place of the late Mr. S. BRAMHALL. MR. H. F. W. PERRY and MR. H. M. H. FOX are now joint managing directors. MR. W. N. SMITH has joined the board and MR. G. WARRINER has become a director of Smith-Clayton Forge, Ltd., a subsidiary of the Coventry company.

New Transport Companies

P. E. Peate and Sons, Ltd. Cap. £5,000. Dirs.: P. E. Peate, 20a Lichfield Road, Walsall, and F. E. Peate, jr., 132 Wendesbury Road, Walsall. Sec.: F. E. Peate, jr. Reg. office: Townend Garage, Green Lane, Walsall.

Northampton Coachbuilders, Ltd. Cap. £1,000. Dirs.: B. Sykes, 41 Booth Lane North, Northampton, and C. Robinson, Samba, Broadway, Northampton.

Morris Bros. (Biretots), Ltd. Cap. £10,000. Dirs.: E. P. Morris, Grosvenor Road, Bircotes, near Doncaster; H. Morris, North Bungalow, Grosvenor Road, Bircotes, and G. Wade, 16 Fourth Avenue, Woodlands East, Doncaster. Sec.: E. P. Morris. Reg. office: Grosvenor Road, Bircotes.

Southgate Garage (Transport), Ltd. Cap. £100. Dirs.: W. G. Wheeler, and L. M. Wheeler, Southgate Garage, Llantrisant. Sec.: R. J. Mathias. Reg. office: 77 Taft Street, Pontypridd.

Briery Hill Transport Co., Ltd. Cap. £1,500. Dirs.: E. Jones, Northview, Marplot Lane, Newton, Porthcawl, and S. F. Hill, 14 Lion Row, Briery Hill, Ebbw Vale, Mon. Sec.: L. Hill. Reg. office: Central Station, Dowlais, Merthyr Tydfil.

Railcarrs Hanlage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

R. Doughty and Son (Coaches), Ltd. Cap. £10,000. Dirs.: W. C. Doughty and Mrs. G. I. Doughty, 8 Goodwins Road, King's Lynn, Norfolk. Sec.: W. C. Doughty. Reg. office: 26 King Street, King's Lynn.

Hanford (Transport), Ltd. Cap. £1,000. Dirs.: H. Fordham and Mrs. E. M. Fordham, Bell Lane, Fenstanton. Sec.: E. M. Fordham. Reg. office: 14 The Broadway, St. Ives, Hunts.

C. Cameron, Ltd. Cap. £100. Dirs.: Mrs. C. S. Cameron, 68 Stanley Street, Liverpool, 5; W. Bennett, 32 Unicorn Road, Liverpool, 11; and W. T. Cameron. Reg. office: 68 Stanley Street, Liverpool, 5.

Wearing (London), Ltd. Cap. £100. Dirs.: W. R. Wearing and Mrs. G. M. Wearing, 49 Raydon Road, Barnet. Sec.: W. R. Wearing. Reg. office: 100 Park Street, London, W.1.

J. and J. (Haulage), Ltd. Cap. £1,000. Dirs.: J. Crampton, 92 Childwell Valley Road, Liverpool, 16; and J. Beer, 22 Wirral Mount, West Kirby. Sec.: J. A. Beer. Reg. office: 5 Rumford Place, Liverpool.

Edward Anslow, Ltd. Cap. £1,000. Dirs.: E. Anslow, Neachells Lane, Willenhall, Staffs, and F. Anslow, 28 Woodhouse Road, Tettenhall, Wolverhampton. Sec.: Mrs. L. M. Anslow. Reg. office: Neachells Lane, Willenhall.

Wilks and McDonough Transport, Ltd. Cap. £500. Dirs.: R. L. Wilks, 34 Milner Road, Gillingham, Kent, G. W. T. McDonough, 20 Marley Way, Rochester, Kent, and C. Goodwin, Trevone, Ash, Sevenoaks, Kent. Sec.: C. Goodwin. Reg. office: 59a High Street, Rochester.

Vehicle Delivery Specialists (Oxford), Ltd. Cap. £250. Dirs.: I. Thomas, 9 Spencer Crescent, Rose Hill, Oxford, G. W. Hillman, 31 Beech Road, Elm Rise, Botley, near Oxford, and Miss H. E. Bennett, Sec.: Miss H. E. Bennett. Reg. office: 31 Beech Road, Elm Rise, Botley.

Chapmans' (Transport), Ltd. Cap. £500. Dirs.: J. H. Chapman and R. J. Chapman, The Chalet, Dorset Road, Tunbridge Wells. Sec.: R. J. Chapman. Reg. office: The Chalet, Dorset Road, Tunbridge Wells.

Norman's Removal and Transport Services, Ltd. Cap. £10,000. Dirs.: R. Norman, 44 Pairs Wood Avenue, Manchester, 20, F. Norman, 20 Deneford Road, Didsbury, Manchester, and D. Norman, 2 Ridley Grove, Sale, Cheshire. Sec.: D. Norman. Reg. office: 44 Pairs Wood Avenue, Manchester, 20.

H. W. Willment, Ltd. Cap. £1,000. Dirs.: H. W. Willment and Mrs. P. D. J. Willment, 5 Douglas Street, London, S.W.1. Reg. office: 5 Douglas Street, London, S.W.1.

Railcarrs Hanlage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

A. Barnes and Son, Ltd. Cap. £1,000. Dirs.: J. Barnes and B. Barnes, 31 Northfield Road, Rising Bridge, near Accrington, Lancs. Sec.: J. Willmsley. Reg. office: 31 Northfield Road, Rising Bridge, near Accrington.

F. W. Webber, Ltd. Cap. £500. Dirs.: F. W. Webber and H. M. Webber, 10 Birbeck Gardens, Woodford Green, Essex, and W. Webber, 112 Kinsway, Ponders End, Middx. Sec.: F. W. Webber. Reg. office: 43-45 Oakhurst Road, Freezywater, Enfield, Middx.

M1 Shadows: No Action Yet

NO immediate action would be taken concerning the shadows on M1, Mr. Ernest Marples, Minister of Transport, told the House of Commons, this week, in answer to a question by Mr. Albert Roberts (Lab., Normanton), writes our *Parliamentary Correspondent*. The present position, he said, is that the police have been asked to report, the Road Research Laboratory is considering the matter and the Ministry is reviewing that evidence which is already available.

There are to be no toll charges for using the second Blackwall Tunnel, which is due to open for traffic in 1965. There were special reasons for this, Mr. Marples told Mr. N. N. Dodds (Lab., Erith), who asked why there should be no charges when tolls would be imposed for using the new Dartford-Purfleet Tunnel.

Mr. Marples explained that the new Blackwall Tunnel would cater only for one-way traffic, and because no tolls were charged on the existing tunnel, which would also become one-way, it would be ridiculous to charge tolls on the new one.

The suggestion, by Mr. Gresham Cooke (Cons., Twickenham), that the merit points system as operated in Ontario should be used here, was rejected by Mr. Marples. He said that he was not at present satisfied that the system was suitable for this country. Under this scheme an accumulation of 12 points for driving offences over a two-year period brought suspension of the driving licence for three months.

Asked by Mr. A. Wedgwood Benn (Lab., Bristol S.E.) whether the Ministry were studying the experiences of foreign

countries in respect of road safety, Mr. Marples said that a very good film on the subject would be showing soon.

Manufacturers and other parties interested in regulations governing traffic indicators are to be consulted about possible new regulations. Mr. John Hay, Joint Parliamentary Secretary, Ministry of Transport, told Sir Gerald Wills (Cons., Bridgwater) this, and said the Ministry were studying recommendations made at an international meeting last month, with a view to allaying them to British regulations.

Asked by Mr. Wingfield Digby (Cons., Dorset W.) whether he would consider replacing white lines on roads by yellow ones, Mr. Marples pointed out that yellow markings had been prescribed to indicate that loading and unloading was prohibited. The texture of marking materials was more important than the colour, and cat's eyes gave the best definition at night, he said.

COMPETITION CHANGES

THE annual drawing and handicraft competition arranged by the Institute of British Carriage and Automobile Manufacturers is to be replaced by two separate competitions offering larger and more numerous prizes. One will deal with automobile body design and the other with motor vehicle body crafts.

This year the design competition will cover private cars and next year it will relate only to commercial and public service vehicles. The annual alternation of subjects will operate from then onwards although the body craft competition will be held each year.

Coal Trade Conditions Changing

CHANGING conditions in the coal trade were given as the reason for seeking a new B licence, when Mr. David Lang, 2 William Street, Coatbridge, applied at Glasgow, last week, for one vehicle of 4½ tons to be acquired.

Mr. Lang said that although his contract-licence vehicle with Forth and Clyde Coal Co., Ltd., had been well employed for a number of years, 1959 saw a substantial drop in coal trade. Forth and Clyde were prepared to maintain employment but on a free licence, if that could be granted. The new condition sought was the addition of bricks and cement for the Glasgow Iron and Steel Co., Ltd., Wishaw, over 60 miles.

The move emphasized the current trend in coal trading, said Mr. E. Ferguson, a director of Forth and Clyde. They had C-licensed vehicles off the road at present, and would prefer a B licence in place of the existing contract-A. The National Coal Board had restricted traffic from small mines in favour of their own collieries and rail transport. The main value of the licence would be in lifting from non-rail sites and also in handling by road from rail wagons at the arrival point.

Mr. J. Rew, for Glasgow Iron and

Steel Co., said that they had a brick-works at Motherwell and that their competitors were able to give better delivery. Same-day delivery was often necessary in the brick trade, while seasonal factors made suitable transport most important. They had no rail connection and required to use road vehicles. They would be able to give the applicant substantial business because contractors in the area were apparently more interested in steel and machinery transport than bricks.

Mr. W. F. Quin, Scottish Licensing Authority, granted the application.

PROFIT AND LOSS

Motor Rail, Ltd., £6,423 group loss before tax. No dividend.

Cardiff Transport Department, £81,059 profit. Passengers 87.1m.

Lodge Flugs, Ltd., £95,680 group net profit after £71,201 tax. Year's dividends 20 per cent., including 2½ per cent. bonus.

West Hartlepool Transport Department, £13,270 net profit. Passengers carried during year fell by 2.68 per cent. compared with previous 12 months.

Northampton Transport Department, £11,345 net profit. Revenue £456,806; working expenses £406,214; gross profit £50,592. Passengers 37.6m. (Increase of 368,391; mileage 3m).

Sunderland Transport Department, £101,940 gross profit. £17,006 transferred to reserve fund after meeting £84,934 loan charges and other expenditure. Passengers carried, 85,284,107. Mileage, 6,876,208. Receipts, £884,293.

4-ton Vehicle Added to A Licence

A SUCCESSFUL A licence application for one vehicle of 4 tons to be acquired, was made by Robert Mitchell and Co., Ltd., Biggar, to Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow, last week. For the company, Mr. J. B. T. Loudon said that the normal user sought was the same as that already operating on five vehicles engaged on general goods, mainly milk, feeding stuffs, etc.

Mr. James Reid, transport manager of Mitchell, said that there had been large increases in earnings and in sub-contracting during 1959, but that they had extreme difficulty in getting sub-contractors. British Road Services had only one vehicle per week in the area and there was only one train daily.

Evidence of increasing seasonal demand for fertilizers, feeding stuffs and other agricultural commodities was given by Mr. John Warnock, who represented Bowie and Aram, Ltd., Paisley, agricultural merchants. This was confirmed by Mr. John Yule, a representative of Scottish Agricultural Industries, Ltd., at Biggar, who said that delays in obtaining vehicles of up to a week had been experienced.

Mr. Quin, granting the application, said that he was satisfied there was a need as there had been no local opposition.

ROAD TRANSPORT BETTER FOR SMALL ANIMALS

ROAD transport was better than rail for the long-distance transport of small animals, Mr. W. P. James, West Midland Licensing Authority, was told at Hanley last week. John Haydon and Sons (Biddulph), Ltd., applied to add a 15-cwt. vehicle to their B licence to carry "small livestock, as required."

Mr. L. Condy, Leek, cattle dealer, said that rail transport required calves' legs to be tied in bags. As a result, the animals arrived at the destination in poor condition. Many customers now stipulated road delivery.

Large lorries were also unsuitable, he added, because young animals should not be mixed with other stock.

Mr. J. Haydon stated that he required the vehicle to carry sheep and pigs to farms which could not be reached by larger lorries.

For British Railways, who objected, Mr. G. H. P. Beames said that the evidence did not justify a wide radius.

Mr. James limited the vehicle to the carriage of sheep, pigs and calves within 30 miles.

VOLVO CROSS-COUNTRY UNIT

SMALL cross-country vehicles are to be included in the production programme of Volvo, the Swedish manufacturers. Quantity production will start next year and the Swedish Army has already ordered over 1,000 units.

The vehicle, to be produced in several military and civilian versions, is described as a universal unit with higher capacity than similar cross-country vehicles.



Dennis Bros., Ltd., have produced this aircraft loader, which is based on a Vulture chassis with a Perkins P6 engine. In its lowest position, the platform, which incorporates a roller conveyor, is 3 ft. 10 in. from the ground when carrying the specified load of 5 tons. It can be raised to 12 ft. above ground level. The lifting mechanism is controlled from a point adjacent to the cab and at another at the off side rear of the vehicle. Hydraulically operated wedges lock the platform at any height, and the mechanism is hydraulically and electrically interlocked when stationary as a further precaution.

Railways Lend Vans to Employees

TO save the cost of employing furniture removers, drivers employed by British Railways are allowed to use their employers' vans to transfer their goods from house to house, and are charged merely time and mileage.

This situation was outlined at Bradford City Court, last week, when a driver using a B.R. van on personal removal work found that he was not covered by insurance. He denied the offence, but was fined £10.

The man, James Edward Fagan, Plover Street, Little Horton (Yorks), explained in court that he was acting with the approval of his foreman when he loaded up the van from his previous home at Roundhill Street, Bradford. He produced his railway driver's record sheet to show that the work was completed.

Another railway driver supported his contention over vehicle loans, adding that the transport of furniture need not be fed out to specialists. The railways would always give permission for one of their vans to be used on the job.

However, Sgt. Thomas L. Penn, for the prosecution, said the railway van's insurance did not cover Fagan's private work. A constable had checked and found that the third-party insurance was valid only for the vehicle's use in connection with the railways' business as a transport undertaking.

In court Fagan declared that the railways had not charged him for the use of the vehicle as a removal van since hearing of the impending court case. Nothing had been said by his superiors, in fact.

"Pirate" Haulier Pays £590 in Fines

A FORMER builder who ran a "pirate" haulage business even after he had been warned, was prosecuted by the Eastern Licensing Authority, at Southend, last week, and fined a total of £590.

Frank Slater, Mount Road, Benfleet, Essex, was fined £5 on each of 118 summonses which charged him with using nine heavy goods vehicles during February and March, to carry goods for hire or reward, when he did not hold a carrier's licence.

He pleaded guilty, but Mr. V. Moorfoot, defending, said that Slater knew nothing about the regulations

regarding licences. All his lorries had now been surrendered to hire-purchase concerns.

Mr. W. F. Bestley, prosecuting, said that Slater's gross profits during the two months were £2,322. Trading as R. E. Transport, Morris Road, Canvey Island, he had operated a "pirate" haulage service for five different concerns.

After a warning, Slater said he was taking over A licences from three different concerns, but did not do so, continued Mr. Bestley. He made no application for licences and other operators had no opportunity to object as they would have done had his application been published.

Increased Turnover Impresses Objectors

FOLLOWING the production of operating figures the British Transport Commission withdrew objection to an application by Mr. H. Nixon, trading as Messrs. T. Nixon, at Newcastle upon Tyne, last week. Mr. J. A. T. Hanlon, Northern Licensing Authority, granted an additional vehicle of 4½ tons on A licence.

Presenting figures for the past three years, which showed an increase in annual turnover from £8,871 to £15,960, Mr. Nixon added: "This is the first time in 40 years that we have asked for an extra vehicle."

His present licence covered the carriage of agricultural produce, excluding livestock, by three A-licensed vehicles, said Mr. Nixon. He also had one more vehicle working on contract-A licence for a concern of agricultural merchants.

For the B.T.C. Mr. I. Robey said that had the applicant been invited to a meeting of the Road and Rail Negotiating Committee he was sure the matter would have been thrashed out there.

GRANT TO MEET BURDEN OF FIVE-DAY WEEK

BECAUSE of difficulties caused by a customer changing over to a five-day week, an application for two additional vehicles to be placed on their B licence was granted to J. R. Adams (Newcastle), Ltd., by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Newcastle upon Tyne, last week.

For the applicants, Mr. T. H. Campbell Wardlaw said that the published application was: "Goods for British Oxygen Gases as required." His clients, however, did not require such wide conditions and wished to amend the radius to within 35 miles of Newcastle. The traffic, which Adams had been carrying for many years, was not attractive to the average haulier.

British Oxygen had recently introduced a five-day week, which imposed a greater burden on the normal day's work. The British Transport Commission, who had originally objected, withdrew when the conditions were amended.

ARE BALL-PENS AN ENGINEERING PRODUCT?

THE classification of ball-pens as an engineering product was questioned at Bristol, last week, when Mr. F. Toghill, Coalpit Heath, near Bristol, was granted a B licence for one vehicle of 18 cwt. to carry light engineering products within 100 miles. He claimed that the pens were engineering products.

The application was opposed by British Railways. Making the grant, Mr. S. W. Nelson, Western Licensing Authority, advised Mr. Toghill not to treat the award as a back way into general haulage.

A DAY LATER

BECAUSE of the August Bank Holiday, the next issue of *The Commercial Motor* will be published on Saturday, August 6, instead of Friday, August 5.

roduction of
British Trans-
objection to
Nixon, trading
ewcastle upon
A. T. Hanlon,
ty, granted an
on A licence.
ne past three
increase in
71 to £15,960,
the first time
asked for an

d the carriage
cluding live-
vehicles, said
ad one more
-A licence for
erchants.

they said that
ted to a meet-
Negotiating
matter would
re.

RDEN OF EK

caused by a
to a five-day
two additional
their B licence
s (Newcastle),
lon, Northern
ewcastle upon

C. H. Campbell
ublished appli-
British Oxygen
clients, how-
wide conditions
the radius to
ewcastle. The
been carrying
attractive to

ntly introduced
posed a greater
s work. The
sion, who had
rew when the

GINEERING

all-pens as an
s questioned at
Mr. F. Toghill,
ol, was granted
cle of 18 cwt.
ring products
aimed that the
oducts.

opposed by
the grant, Mr.
rn Licensing
Toghill not to
ack way into

R

Bank Holiday,
e Commercial
on Saturday,
y, August 5.

July 29, 1960

851

THE COMMERCIAL MOTOR

Three Operators Propose to Link

A PROPOSAL to link the catchment area of excursions and tours licences relating to three separate companies, Yellowway Motor Services, Ltd., and their associates, Creams (Lancashire), Ltd., and Johnston Brothers (Middleton), Ltd., was put before the North Western Traffic Commissioners, at Manchester, on Tuesday.

Mr. F. D. Walker, for the applicants, said that there were 27 picking-up points in an area of 35 sq. miles surrounding Oldham, with focal points at Fountain Street, Middleton and Mumps, Oldham. British Railways, the objectors, had been met by excluding period excursions and counting each vehicle operating against all licences involved, except where points were common.

The Minister, in the Altrincham Coachways appeal had indicated that a saving in the use of vehicles was justification for linking, if there were no overriding considerations, he continued. The express operators did not object in principle when no advantage was sought by aggregation of vehicles.

A grant would give more economic operation without improving their position in relation to competitors. Two of the five licences concerned, that of Creams' former Merriway licence and Johnston's, were involved in extensive irregular linking before their takeover.

The proposals would legally meet the public need thus created.

Mr. F. Williamson, chairman, said that the linking of separate companies was the first application of its kind, and the repercussions among other operators would have to be considered. Some degree of ferrying, confined to each company rather than jointly, might be the best solution.

If linking were granted for 12 months, said Mr. Hubert Allen, general manager, of Yellowway, they would then be prepared to apply for Yellowway or Creams to take over the Johnston licence; and either Yellowway or Creams to take over the other's Oldham licence. This would then put the whole operation under one control.

Mr. J. Booth, for British Railways, said that their objection was only withdrawn on the understanding that a formula could be found to prevent additional competition. Vehicles saved as a result of linking or ferrying must not be used for additional excursions. The count must be taken in the catchment area and at the departure point. Although in this case the objection was not pursued it must not be thought that they agreed to the principle of catchment area linking.

Reserving decision, Mr. Williamson said that the whole question would have to be explored by the Commissioners.

Mr. James Warns Against Boycott

PROSPECTIVE passengers who had said that if a licence were not granted to a particular operator they would rather walk to work than ride with anyone else, were warned about the probable effects of a boycott by Mr. W. P. James, chairman, West Midland Traffic Commissioners, at Birmingham on Tuesday.

"If the public boycott a service which has been provided for their benefit—it will be their responsibility if the service has to be withdrawn. It will be little use their coming along later and saying that they want a service," said Mr. James.

The Commissioners granted an application by the North Western Road Car Co., Ltd., to run a works stage service from Biddulph and Congleton, Staffs, to the factory of A. V. Roe, Ltd., at Woodford.

They refused an application by Mr. James Arthur Smith, Albert Street, Biddulph, an employee at the factory, to run a similar service. Mr. Smith said that he would appeal.

The hearing of Mr. Smith's application began in May but it was adjourned when North Western, who opposed it, intimated that they were preparing a similar application. The two applications were heard together on Tuesday, when Mr. Smith objected to the North Western application.

Mr. Smith produced supporting letters from Biddulph Urban District Council, the Avro joint shop stewards' committee

and the Congleton branch of the Amalgamated Engineering Union.

For the company, Mr. Anthony Rothera said that they took over a similar service from Bostock's in 1957, but, he alleged, owing to illegal operation by Mr. Smith, their passengers were lost, and in October, 1959, the service was discontinued.

He described evidence called by Mr. Smith, the gist of which was that workers would rather give up their jobs than travel with North Western, as "fantastically illogical."

Giving decision, Mr. James said that if there were illegal competition with the company the Commissioners would use the law to stop it if they could obtain sufficient evidence.

MINISTER TO OPEN Ro.S.P.A. CONGRESS

THIS year's National Safety Congress organized by the Royal Society for the Prevention of Accidents, will be opened on October 18 at Central Hall, London, S.W.1, by Mr. Ernest Marples, Minister of Transport.

The road-safety forum will take place during the following day under the chairmanship of Sir Richard Nugent, M.P. One of the speakers at the Congress dinner, to be held at the Café Royal, Regent Street, London, W.1, on October 18, will be Lord Chesham, Joint Parliamentary Secretary to the Ministry of Transport.

A "Tragedy" Says Mr. Burnell

A PERSONAL message from Mr. J. B. Burnell, operating manager of London Transport's central road services, which described the rejection of London Transport's bonus scheme by busmen as a "tragedy," was posted at central garages on Tuesday.

This is the latest move, and a distinctly different approach to the problem of increasing staff shortages which now total some 5,000.

Last week, when London Transport were told officially that workers had rejected their bonus scheme, they warned that services might have to be cut. They also said that if busmen did not agree to one-man operations, at least one service might be handed over to private operators.

When Mr. A. Townsend, of the Transport and General Workers' Union, asked about the prospects of a direct pay rise as opposed to bonus schemes, he received a blunt "No" in reply.

INQUIRY TO SURRENDER LICENCES?

IF a bus operator has to state a case before the Traffic Commissioners when he wants to inaugurate a service, a similar procedure should be enforced when he proposes to hand in a licence. This suggestion has been sent to the Ministry of Transport by Lindsey County Council, who are alarmed that country bus services can be relinquished without a public inquiry.

Meeting in Lincoln, this week, the council was told that when the Lincolnshire Road Car Co., Ltd., surrendered their Louth-Horncastle stage licence, about five or six villages would have no public transport. He suggested that if a company decided to give up a non-paying service, the Commissioners should order them to surrender a profitable one, too. In this way, another operator might be persuaded to take over both without fear of making a loss on the unremunerative service.

NEW AIR SERVO INTRODUCED

A NEW air-servo unit known as the Airpak, has been introduced by Clayton Dewandre Co., Ltd. A particular advantage of the system, in addition to its compactness, is that the compressor and servo are completely interchangeable with a matching exhaustor and Hydrovac unit, so that similar vehicles may have air or vacuum braking without extensive modification.

Power for the Airpak is derived from a new single-cylindrical compressor into which is built the unloader mechanism. The servo unit has an integral air reservoir, and the power piston is connected directly to the hydraulic cylinder which supplies the wheel cylinders. In the event of air failure, the braking system acts as a normal unassisted hydraulic system.

A full description of this new servo layout will be published in next week's issue.

c1

Brick Company Warned to Employ Properly Licensed Hauliers

A STAFFORDSHIRE industrial concern, the Birchenwood Brick and Tile Co., Ltd., was publicly warned by Mr. W. P. James, West Midland Licensing Authority, at Hanley, last week. He said that they would be in trouble unless they took more care to ensure that their hauliers' vehicles were properly licensed to do their work.

This followed the suspension of vehicles licensed to Norman Green (Fenton), Ltd., trading as Dilhorne Coal Co., Atlas Street, Fenton, and T. Wilkes and Son, 62 Greenbank Road, Tunstall, for carrying for the brick company in breach of licence conditions.

Giving evidence against the Dilhorne Coal Co., Mr. K. J. Burris, a traffic examiner to the West Midland Licensing Authority, said he stopped a vehicle of their fleet loaded with bricks for Wilmslow, Cheshire, outside the brick works on May 11. The vehicle was authorized under B licence to carry coal within 15 miles of base.

Following a visit to Mr. Ainge, manager of Birchenwood, it was discovered that three vehicles were concerned in breaches of B-licence conditions on 104 different dates between March and mid-May. Two of the vehicles were authorized only for coal and the third for other goods up to 20 miles. Payment for the illegal work amounted to £1,013, less certain journeys within the radius of the third vehicle.

Mr. N. W. Green, snr., secretary and director of Norman Green (Fenton), Ltd., haulage contractors, coal merchants and factors, said that the Dilhorne company, originally a subsidiary of a local colliery, was purchased by his company in 1954. Mr. H. Weaver, who had been the manager since 1944, continued in their employment. He had been left in sole charge and there had been no examination of books or records, except through their accountants.

Fortnightly Conferences

There had been fortnightly conferences with Mr. Weaver until March 16, when he became ill and was away from duty until the end of May, added Mr. Green. From the time of the purchase Dilhorne's vehicles were engaged mainly on open-cast work and during this period he thought they were engaged as usual or standing.

Mr. Weaver admitted full responsibility. He said that he was in complete control and none of Green's directors knew of the brick work. Open-cast coal had ceased and it was the first time he had reason to look for work.

For Greens, Mr. G. C. Tinsdill pleaded guilty, but in mitigation he submitted that although guilty in law there was no moral guilt. The illegal work had not been sanctioned by the parent company.

The two lorries for coal haulage were suspended for August and September and the third vehicle for August only. Mr. James said that Green's, the licence holders, had "taken things for granted." They could not pass on their responsibilities as licence holders to their employees.

c2

Mr. Burris said that he stopped the B-licensed vehicle of T. Wilkes and Son on May 11. It was loaded with bricks for Cheadle, Cheshire, which was well outside the specified radius of 10 miles. After checking, further breaches on 28 dates in April and May were discovered. Drivers' records, produced by Mr. K. Wilkes, did not agree with the brick company's records. A total of £384 had been paid, less some journeys within the radius.

Mr. K. Wilkes said that he had been going into Cheshire to try to obtain orders for bricks and thought it was legal to take the bricks with him. The licence had been in his name since 1947 but the vehicle had been operated by other members of the family until he took over 12 months ago.

Record Discrepancies

Questioned about record discrepancies, he said that a haulier friend telephoned him the previous day to tell him that the traffic examiner was coming the next morning. He suggested filling in fresh forms, showing operations within the legal radius, and this was done.

Suspending Wilkes' vehicle for the month of August, Mr. James said that the vehicle had not only been used in deliberate breach of conditions but the holder had then tried to cover-up by falsifying records. If he had been in a larger way of business the penalty would have been much more severe.

Two following applications by T. Wilkes and Son: (1) To increase the licence radius to 60 miles for the Birchenwood Brick and Tile Co., Ltd., and (2) for an additional vehicle with a similar condition, were supported by Mr. W. Lovatt, under-manager of Birchenwood. He said that the present output of 600,000 bricks a week would increase to 1m. in the next three months.

Mr. James granted the increased radius for the existing vehicle, but warned that it must not be used before September 1. He refused the additional vehicle.

NEW ZEALAND TAX DROP

A REDUCTION in sales tax on motor vehicles, from 40 to 33½ per cent., was announced in New Zealand last week when the budget was presented. There will also be a reduction of 2d. per gallon in the price of petrol.

4,350 VEHICLES ORDERED

THE largest agreement concluded at the Budapest Industrial Fair involved a £30m. contract between Hungary and East Germany. In the period 1962-65 Hungary is to supply D.I.A. Transport-maschinen with 3,200 buses, 900 dumpers and 250 lorries.

Micrograms . . .

Opening Today: New premises at Bradford Road, Batley, are being opened today by Arthur Reid (Batley), Ltd.

New Esso Premises: The technical sales department of Esso Petroleum Co., Ltd., is now in new premises at Faggs Road, Feltham, Middx.

£63m. Road Schemes: West Riding County Council have proposed to the Ministry of Transport road schemes costing £63m., to be carried out during the next five years.

Valvoline at Birkenhead: The Valvoline Oil Co., Ltd., have moved into new premises which incorporate offices, stores, a blending plant and a laboratory, at Dock Road, Birkenhead.

Lucas Plant: Joseph Lucas, Ltd., are to build a £500,000 factory at Burnley, Lancs. Site clearance begins next month and the plant should be working next summer. Lucas already have four factories in the town.

Chocolate Tanker: The Atkinson articulated liquid-chocolate tanker illustrated in the July 13 issue is operated by Tyburn Road Tank Services, Ltd., High Wycombe, under contract to Wm. Stewart and Arnold, Ltd.

£50,000 By-pass: A new by-pass at Lemington, Northumberland, which cost £50,000, has been completed. It is 900 yards long and provides an alternative route to one which involves crossing two dangerous bridges.

Car Mart Automatic: A telephone answering device has been installed by The Car Mart, Ltd., at their branch at Welsh Harp, Edgware Road, London, N.W.9. It will facilitate a 24-hour service for the order of B.M.C. spare parts.

£40,000 Modernization: South Shields Corporation have completed a £40,000 modernization scheme at their transport depot. Originally built to handle trams, it has been adapted to deal with motorbuses and trolley-buses. A washing machine costing £10,000, which will wash a vehicle in two minutes, has been installed.

FACTORY TRUCK NEED NOT BE FENCED

A FACTORY truck is not a machine of the type requiring to be fenced under the Factories Act, 1937. This was affirmed in the Court of Appeal on Monday.

Sydney Frank Cherry appealed against a judgment of Mr. Justice Gorman in favour of International Alloys, Ltd., Aylesbury. The appellant, a motor mechanic, had injured his hand against the fan of a Lister factory truck, and claimed damages on the ground that the truck was "machinery" to which the Act applied.

Mr. Justice Gorman had upheld the company's plea that the Act did not affect the truck in the manner suggested, and the three Lords Justice concurred with his judgment.

Lord Justice Sellers said that the truck was not machinery to which Section 14 of the Act was intended to apply, but a vehicle.

Lord Justice Devlin added that the object of the Act was not to make safety provisions for vehicles, being things which might travel inside or outside a factory, but for machinery inside the factory.

Selling
is child
ling Bri
on their
But L
Today
7-ton Al
ating a
trucks
System
"top-ter
others

AL
SALES



BREAK-THROUGH

Leylands drive in to the U.S. market - and add another chapter to the Leyland story

Selling refrigerators to Eskimos is child's play compared with selling British trucks to Americans on their home ground.

But Leylands have done it.

Today, Leyland Group vehicles—7-ton Albion Chieftains—are operating alongside 1,000 U.S.-built trucks in the fleet of Yale Express System Inc.—one of America's 'top-ten' hauliers. And orders for others are beginning to roll in.

What a wonderful proof of Leyland quality.

For make no mistake, what the Americans are sold on is quality... the quality which, in their own words "combines excellent workmanship with incredible economy." And here's the proof of that economy:

On stop-start general delivery work, involving between 32 and 40 pickups and drops per day for a

five-day week, these Chieftains are returning fuel consumption figures of up to 21.6 miles per Imperial gallon.

Incredible? Well, perhaps so, by American standards. But to us who know Leylands—a commonplace. Just the natural outcome of that extra quality for which Leyland Group vehicles have been famed for years—and which is available to you.

ALBION MOTORS LTD.
SCOTSTOWN, GLASGOW.

LEYLAND MOTORS LTD.
LEYLAND, LANCs.

SCAMMELL LORRIES LTD.
WATFORD, HERTS.

SALES DIVISION: HANOVER HOUSE, HANOVER SQUARE, LONDON, W.1. TELEPHONE: MAYfair 8561



THE **Heavier**

YOUR LOADS,

THE MORE YOU NEED

DUNLOP

GIANT TYRES

The heavier the load the greater the stress on the tyres. For complete reliability, very long mileage and maximum safety choose from the Dunlop range of Giants.

There is a tyre for the heaviest load, a tyre for the roughest roads, in fact, a tyre individually built to suit *your* needs.



cm/his/202

CS



ROAD TO PROSPERITY

We can be justly proud of our new motorway. It is the start of a countrywide movement towards greater efficiency in transport conditions and with it comes the need for up-to-date vehicles in first-class mechanical condition.

Are you thinking of a new vehicle or an addition to your fleet? If so, why not conserve your capital and utilise the hire purchase facilities offered by United Motor Finance.

This old-established company, well known and respected by the Motor Trade, is recommended by dealers all over the country. Ask your dealer for details of their terms or contact the nearest U.M.F. branch office.

UMF
A MERCANTILE CREDIT COMPANY

UNITED MOTOR FINANCE CORPORATION LTD., Stoke Park House, Slough. Tel: Slough 23321

BRANCH OFFICES

LONDON - Hyde Park 6971
BIRMINGHAM - Midland 1138
BLACKBURN - Blakewater 85748

SOUTHAMPTON - Soton 28677/8
GLASGOW - Central 7948/9
THAMES VALLEY - Slough 23321

CROYDON - Croydon 3716
BRISTOL - Bristol 23417
LEICESTER - Leicester 20694

NEWCASTLE - Newcastle 22491/2
IPSWICH - Ipswich 56231
CARDIFF - Cardiff 27010

Mr. Tr

ADDITION in the
Mr. W. J. J.
Authority
Mr. Arch
sought thro
semi-trailer
Mr. J. L.
a normal t
Ferguson,
and Scotlan
in Argyll,
Co., Ltd.,
ing materi
hampton,"
users were
ated durin

LI
Mr. Fer
over the
ship with
was a re
MacFarlan
Grinlaw
licence as
expanded
tunity to
D. and H
and to
Midlands

The tim
A licence
ness whi
take-over
intention
regularize
Mr. Qu
was too
sought re
Mr. Ferg
tonnage,
justified
700-800 t
transport.

For va
kenzie as
new. H
formerly
not wish
economic
he got t
delivery
as part
Mr. Qui
the appl
his norm

In sup
wheelers,
for D.
second s
capacity
year. T
between
in Kirk
English
increase
had bec
when the
In rep
Road Se

Mr. Quin Apprehensive Over Extra Transport Facilities for Argyll

ADDITIONAL facilities for transport in the Argyll area were refused by Mr. W. F. Quin, Scottish Licensing Authority, in Glasgow last week, when Mr. Archibald Ferguson, Ardrishaig, sought three vehicles of 20 tons and one semi-trailer of 3 tons on A licence.

Mr. J. Law, for the applicant, said that a normal user of "timber for D. and H. Ferguson, Ltd., Kirkcaldy, to England and Scotland, feeding stuffs and fertilizers in Argyll, for MacFarlane Shearer and Co., Ltd., Greenock, and road and building materials for Tarmac, Ltd., Wolverhampton," was sought. Other smaller users were involved but they were eliminated during the course of the hearing.

Licence from Partnership

Mr. Ferguson said that he had taken over the A licence of a former partnership with his uncle, Mr. Grinlaw, who was a representative in the area for MacFarlane Shearer and Co., Ltd. Mr. Grinlaw continued to operate his B licence as A. R. Grinlaw. Business had expanded steadily and he had an opportunity to deliver timber from Argyll, for D. and H. Ferguson, Ltd., to Kirkcaldy, and to collieries in the North and Midlands of England.

The timber work had been done on the A licence acquired from a Glasgow business which was in the process of take-over by Archibald Ferguson. The intention of the application was to regularize this position.

Mr. Quin suggested that the applicant was too ambitious and that the vehicles sought represented capital cost of £15,000. Mr. Ferguson replied that the available tonnage, which was all new business, justified the cost. There were between 700-800 tons of timber available, awaiting transport.

For various objectors, Mr. R. MacKenzie asked if the Tarmac business was new. He was told that Tarmac, who formerly did the work on C licence, did not wish to continue as it was not economic. When Mr. Ferguson said that he got the work when he asked about delivery of pipes from Glasgow to Argyll, as part of the Tarmac contract work, Mr. Quin said that it looked as though the applicant had broken the terms of his normal user.

Additional Tonnage

In support of the application for eight-wheelers, Mr. Munro, sawmill manager for D. and H. Ferguson, said that a second sawmill was going into use, with capacity for an additional 3,000 tons per year. The traffic was equally divided between round timber to the home mill, in Kirkcaldy, and prepared timber to English collieries. They did not want to increase their own C-licensed fleet and had been refused facilities by B.R.S. when they asked in February.

In reply to Mr. Brown, for British Road Services, who objected, he said that

B.R.S. rates had been higher than those quoted elsewhere. Tower Hill had worked for them before Ferguson took over, but as sub-contractors had been used they had not always been able to give vehicles as required.

Mr. A. R. Grinlaw gave evidence of increased agricultural traffic and admitted that he had a natural preference for service by his nephew.

Mr. Brown produced evidence to show that the only request for vehicles had coincided with the February rush of fertilizer business. Normally Argyll had more traffic in than out. There was suitable capacity available, for timber, grain and fertilizer. There was not enough traffic in the area to justify any grant, he claimed.

Refusing the application, Mr. Quin said that the position in Argyll was known to them all. He was apprehensive about such a large volume of new capacity available in the area. He also observed that the applicant had admitted carrying outside his normal user. Mr. Quin was satisfied that B.R.S. had the vehicles to carry the goods involved. The background to the case was not so much the carrying of timber as the desire for additional facilities which would allow that timber to be carried at low rates, he said.

SECURITY PLAN REJECTED

THE "increasing" disappearance of goods from heavy vehicles parked at night in Hucknall, near Nottingham, prompted the town's police to draw up plans for a group of brightly lit parking spaces which would be continuously supervised. But their suggestions have been turned down by Hucknall Urban District Council, who claim that such raids on vehicles do not warrant the expense involved. They have, however, urged lorry drivers to park overnight in the central Market Place which is well lit.

Grant Despite Strong Opposition

DESPITE strong opposition from the British Transport Commission, Mr. S. H. Buckley, 2 Peveril Road, Eckington, was granted an A licence for a vehicle of 5½ tons, at Sheffield last week. The unit, to replace a vehicle of 4 tons 12 cwt., had been operating on temporary substitution since March.

The difference in weight was accounted for by a heavier engine and heavier tipping gear. The new vehicle had been earning more than its predecessor, carrying coal and solid fuel, road and building materials, steel, pig iron and scrap metals to Yorkshire, Lancashire, Cheshire, Lincolnshire and the Midlands. The unit of 4 tons 12 cwt. had been previously specified on special A licence.

For the B.T.C., Mr. G. P. Crowe pointed out that the legal carrying capacity of the new vehicle would be 14 tons,

Call for Start on New Motorway

INDUSTRIES in Sheffield and the West Riding of Yorkshire which use road transport urgently need facilities for the fast carriage of goods. With this in mind strong representations have been made to the Minister of Transport by West Riding County Council and other local authorities for an early start on the proposed new Sheffield-Leeds motorway, according to Ald. A. Dwyer, chairman of the West Riding Highways Committee.

"We are doing all we possibly can to make the Minister realize how important it is to this area that he should bring the project into his immediate road programme," he said last week.

He was speaking immediately after the county council's meeting, when he had successfully demanded £63,000,000 for roads expenditure—excluding by-passes at Doncaster and Wetherby and the Sheffield-Leeds motorway. It was useless for motorways to be built, he maintained, if they did not link highly industrial areas.

TWO MORE TIPPERS FOR TARMACADAM

TWO tippers to carry tarmacadam and sand and gravel products within 100 miles were added to the A licence of Mr. G. E. S. Tanner, Wootton-under-Edge, by Mr. S. W. Nelson, Western Licensing Authority, last week.

Mr. Tanner applied for three vehicles, but as the supporting evidence for the third was only in the form of letters, he was told that this would be refused.

Mr. B. Palfrey, sales manager of Cromhall Quarries, said that the existing supply of vehicles was "hopeless." About 25 hauliers were being employed and big new contracts were in the offing.

"I have been granting additional vehicles to meet the quarrying industry requirements. Has this not made a difference to you?" asked Mr. Nelson.

"No, sir. And I should like to point out that slack periods are now a thing of the past," replied Mr. Palfrey.

whereas the capacity of the old one was only 9 tons. This was an increase of 60 per cent.

Mr. G. H. Begg, transport manager of a Sheffield clearing house, said that they employed the applicant and all his vehicles were fully utilized. Mr. F. Buckley, a representative of British Railways, gave details of their facilities and pointed out that there was no difficulty in transporting pig iron to Yorkshire, the Midlands and Lancashire by rail. This traffic was very competitive. Mr. Crowe stated that there must be some concrete evidence of need for the additional capacity.

Granting the application, Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, said that he attached importance to the earning figures of the vehicle and the evidence given by Mr. Begg.

LABOUR PRESSURE FOR CONCESSIONS

LEGISLATION to enable local authorities to charge concession fares on motorbuses is to be urged by the Newcastle upon Tyne delegate at the Labour Party's annual conference at Scarborough.

In Newcastle, the old and blind can travel cheaply on trolleybuses but not motorbuses, although several attempts to extend the facility to motorbuses have been made.

B.E.T. Made Most of Summer

"THE summer was extremely good—and our companies made the most of it," declared Mr. H. C. Drayton, chairman of British Electric Traction Co., Ltd., when he spoke of bus companies operated in the United Kingdom, during his annual report, last week.

The number of passengers carried by the associated companies during 1959 was nearly equal to the 1958 figure—"a remarkable achievement bearing in mind the number of new private cars which come on to the road every day," he observed.

Referring to the loss of wage stability which occurred during May, Mr. Drayton revealed that, with consequential increases, the latest awards would cost B.E.T. companies an estimated £3m. in a full year.

Expressing the personal opinion that the basic cost of oil fuel was too high, he questioned whether this situation could continue indefinitely as new sources of oil were being found and awaited marketing. "It is our duty to pursue all sources of supply so that we may buy at the cheapest possible price," he declared.

NO DAMAGES FOR INJURED CONDUCTRESS

A BUS conductress who injured her knee when she slipped on a patch of oil at a bus garage lost her claim for personal injuries against the Western Welsh Omnibus Co., Ltd., at Cardiff County Court, last week.

Judge Wilfred Clothier, Q.C., told Mrs. Margaret Frost, aged 35, of Nicholas Street, Pontypool, who made the claim, "Although my sympathies go out to you, a garage is a place where people should tread with a certain degree of wariness."

Mrs. Frost told the judge that as she stepped off a bus in the depot her feet slipped from under her and she struck her knee on the side of another bus. She had slipped on a large pool of oil and had stayed away from work for nine weeks.

After being told that the floor was washed once every day and that a continuous watch was kept for spots of oil, the judge said: "I think the company look after their garage with reasonable care. To clean it once a day is, to my mind, enough." He gave judgment with costs to the company.

c8

"Lowest Fares Would Rise Most

Company and Public Interest Coincide, Says Mr. Thom: £150,000 Surplus Wanted

COMPLAINTS by local authorities that proposed increases in fares would be steepest in the lower range were overruled by Mr. H. J. Thom, chairman, South Eastern Traffic Commissioners, when they considered an application from Hants and Dorset Motor Services, Ltd., at Bournemouth last week. The company was one of numerous undertakings granted fares revisions during the week. Grants included those to Red and White Services, Ltd.; Rhondda Transport Co., Ltd.; United Welsh Services, Ltd.; Ribble Motor Services, Ltd.; Eastern National Omnibus Co., Ltd. and Southern Vectis Omnibus Co., Ltd.

In answer to the complaints at Bournemouth, Mr. Thom said, "It has been said that the company is serving its own interests, but I would suggest that the company's interest coincides exactly with the public interest."

By placing the larger percentage increases on the lower range the company would ensure that the extra revenue required would be forthcoming. This would allow an efficient service to the public to be maintained, he added.

Mr. Herbert Harding, secretary and accountant of the company, said that the decline in passengers had been arrested last year. He agreed with Mr. Thom that this was unusual and added that it proved that the prices were right.

A surplus of at least £150,000 was required to operate an efficient public service, said Mr. Harding. The proposed increases would raise the net operating profit to an estimated £145,270, he said.

Full sanction was given to a general increase. Single fares, with some exceptions, are to be raised by ½d. on fares from 2½d.-4½d. An increase of 1d. is to be made on fares from 5d.-1s. and 2d. on those from 1s. 1d.-2s. A sum of 3d. is to be added to fares from 2s. 1d.-3s. 5d.

Outright Grants

Multiple applications by South Wales companies (*The Commercial Motor*, last week) resulted in outright grants being made to Red and White Services, Ltd., Rhondda Transport Co., Ltd., J. James and Sons, Ltd., and United Welsh Services, Ltd., by the South Wales Traffic Commissioners, at Pontypridd, last week.

At the conclusion of a three-day hearing the Commissioners made a grant in principle to the Western Welsh Omnibus Co., Ltd., but reserved decision to enable the company to "look again"

FIRST PHASE ENDS

THE Yorkshire Traffic Commissioners completed their 31st hearing in connection with fares revisions in the present series, when they made a grant to West Riding Automobile Co., Ltd., at Leeds, on Tuesday. Maj. F. S. Eastwood, chairman, observed that the total amount of extra wage payments to be met by operators who had applied was £2,243,400. More applications are listed for August, he added.

at their proposed scales for rural services.

The Commissioners also reserved decision on the application by the South Wales Transport Co., Ltd., until further information was made available to them. Mr. Geoffrey Hocking, who represented 42 local authorities, had questioned an amount of £6,000 which the company estimated would be required as additional wages for certain clerical and administrative staff.

Mr. F. A. Stockdale, who represented the six applicant companies, stated that increased costs as a result of the last wage award would involve South Wales in additional expenditure of £125,400. In the case of Rhondda this factor would cost the company £64,400.

The Commissioners advised the South Wales company to operate a half-fares scale for children as a concession to the objectors, and gave permission for the other grants to operate from Sunday.

Fares on about one quarter of the 10,335 individual fare stages on services operated in the Isle of Wight by the Southern Vectis Omnibus Co., Ltd., will be affected by revisions granted by the South Eastern Traffic Commissioners.

The increases, which will operate from early next month, will mean 2d. more in the summer and 1d. more in the winter on certain fares.

No Council Objections

Granting the application, Mr. Thom said that it was noteworthy that no local councils had offered objections.

Applications to increase fares were granted to the Eastern National Omnibus Co., Ltd., and Southend-on-Sea Transport Department, by the Eastern Traffic Commissioners, at Cambridge last week.

The revisions will add ½d. to all fares up to 6d., and 1d. on fares between 8d.-1s. Certain concessionary fares will also be affected.

Stockport Transport Department and their joint operators were granted fares revisions by the North Western Traffic Commissioners, at Stockport, last week. Single fares from 2½d.-5d. are to rise by ½d., and 1d. will be added to fares of 6d. and over.

The last wage award would cost the undertaking an additional £50,000 for a full year, stated Mr. A. Blackmore, Town Clerk. The present application was designed to produce an estimated additional £52,000 per year, he said. If the application were not successful an

estimated accumulations of only reserve funds required delivered.

Fare i extra £32. Ribble M sitting o Northern Morecam chairman the incre heavily p been in t

On co above an fares a 2 full rang increased contracts

Fares above w contract quarter correspo express also rev

Mr. H. Ribble, to 127 lo tors info This ha They w of Dal Withnel

For R out tha yet agr that th

Mr.

UNRI and buses o annual Omnibu John Sp

He c Commi effective facing his opi tion wo cent. ta

Illustr Mr. W year 5 routes. total m than th of the Loss route c service That w watch also th small public

Rise Most," Complain Authorities

Says
d

in fares
Mr. H. J.
when they
ces, Ltd.,
us under-
ded those
; United
National.

ural services.
so reserved
by the South
until further
able to them.
represented
questioned an
the company
as additional
and admini-

represented
stated that
of the last
South Wales
£125,400. In
factor would

ed the South
a half-fares
ession to the
sion for the
Sunday.

arter of the
on services
ight by the
o., Ltd., will
anted by the
missioners.

operate from
2d. more in
n the winter

ions

Mr. Thom
that no local
ons.

fares were
nal Omnibus
ea Transport
Traffic Com-
t week.

to all fares
ween 8d.-1s.
will also be

artment and
granted fares
stern Traffic
t, last week,
re to rise by
fares of 6d.

uld cost the
50,000 for a
more, Town
ication was
imated addi-
he said. If
uccessful an

estimated deficit of £64,000 would have accumulated by 1962. By then a balance of only £33,000 would remain in the reserve fund and some £50,000 would be required to pay for 10 new buses to be delivered in 1962.

Fare increases designed to yield an extra £320,000 a year were granted to Ribble Motor Services, Ltd., at a joint sitting of the North Western and Northern Traffic Commissioners, at Morecambe last week. Mr. F. Williamson, chairman, said that if they had refused the increases services would have been heavily pruned, and that would not have been in the public interest.

On country services fares of 4½d. and above are to be raised by 1d. On return fares a 2d. increase will be made on the full range and adult contracts will be increased by 13s. per quarter. Children's contracts will rise by 6s. 6d. quarterly.

Fares on town services of 3½d. and above will be increased by ½d. Adult contract charges will rise by 6s. 6d. a quarter and those for children by a corresponding amount. Charges on express and limited stage services were also revised.

127 Letters Circulated

Mr. H. Bottomley, general manager of Ribble, said that letters had been sent to 127 local authorities and private operators informing them of the application. This had prompted only four objectors. They were the Urban District Councils of Dalton-in-Furness, Upholland and Withnell, and Fleetwood Town Council.

For Ribble, Mr. F. D. Walker pointed out that Preston Corporation had not yet agreed to the proposals. He said that the application affected those ser-

vices governed by the Ribble fares structure, and not those governed by local authority and independent operators.

At Leeds last week the Yorkshire Traffic Commissioners granted fares increases to York Pullman Bus Co., Ltd., and Leon Motor Services, Ltd., Finningley, Doncaster. York Pullman sought to increase fares on all stage facilities except a local service from York to the race-course.

Mr. H. Foxton, managing director, said that the application was to increase fares between 2d.-4½d. by not more than ½d.; those from 5d. to 1s. 8½d. by not more than 1d. and those over 1s. 8½d. by not more than 2d. The recent wage award would cost the company £2,882.

Additions of 1d.

Leon Motor Services sought to increase and revise fares on three stage services. All fares of 5d. and above are to be increased by 1d.

An increase in fares of approximately 1d. in 1s. is proposed by Moore Bros. (Kelvedon), Ltd., who operate in the Colchester and Chelmsford areas. No change in the minimum single fare of 2d. is proposed.

Bedwas Urban District Council last week decided to make application to the South Wales Traffic Commissioners for an increase in bus fares. It was proposed that monthly season tickets should be issued on the basis of a minimum single fare of 9d.

The Wallasey Passenger Transport Committee have recommended that bus fares should be increased by ½d. on charges under 5d. and by 1d. on fares over that amount. The town council was to consider the proposal yesterday.

Mr. Wills' Concern Over Rural Routes

UNREMUNERATIVE rural services and "pirate" operation of small buses occupied a prominent part of the annual report of the Western Welsh Omnibus Co., Ltd., presented by Mr. John Spencer Wills, chairman, last week.

He expressed the hope that the Jack Committee would suggest a practical and effective solution to the difficulties now facing rural operation, but said that in his opinion the greatest single contribution would be the removal of the 200 per cent. tax on oil fuel.

Illustrating the burden of rural services, Mr. Wills explained that during the past year 55 per cent. of Western Welsh routes, representing 37 per cent. of the total mileage, were run for revenue lower than the average cost of operation. Most of these routes were in rural areas.

Loss of revenue on a single paying route could lead to withdrawal of a rural service many miles away, said Mr. Wills. That was why operators not only had to watch the would-be "musclers-in," but also the out-and-out pirates. They used small buses which were not licensed as public service vehicles, or, if they were,

were used illegally to carry fare-paying passengers.

Referring to revised fares, introduced in December, 1959, Mr. Wills explained that the grant had been implemented only to an extent of 70 per cent. The new scales operated only on those routes exclusive to Western Welsh and where co-operators were able to introduce similar fares.

It was not until February 28 this year that revised fares came into operation on the remaining routes. Inter-availability arrangements with other operators were continued, with a supplement being charged on their return tickets when used for return journeys on Western Welsh.

Despite the benefit from higher fares and the fine summer of 1959, receipts from stage and express services increased by only £40,414, while those from excursions, tours and contracts rose by £22,887. The number of passenger journeys during the year, at 81m., was 15 per cent. down on the peak year of 1955/56, although this figure showed an increase of 1,300,000 over that for the previous year.

TICKETS PRINTED IN WELSH FOR VISITORS

VISITORS to the Royal National Eisteddfod of Wales will be given tickets printed in Welsh when they travel on the special buses provided by Cardiff Transport Department between General and Queen Street stations and the Eisteddfod.

Mr. J. F. Siddall, general manager of the department, said: "It is the first time in the history of Cardiff Transport Department that tickets printed in Welsh will be issued." These tickets would be available only on the special services which were being provided to meet the many thousands expected to travel to Cardiff by train, he added.

Municipal Opportunities

Haltwiprice Rural District Council require a refuse collector.

Hemel Hempstead Rural District Council require a refuse collector.

Conseley Corporation require a Thames-Eagle Compressor refuse collector.

Newcastle upon Tyne City Council wish to purchase five vans and four tipper.

Southwark Borough Council are recommended to acquire two S.D. refuse collectors.

Hampstead Works Committee recommend that a Dennis refuse collector be purchased.

Sheffield City Council are advised to acquire a Thames 4-tonner from Brook Shaw, Ltd.

Manchester Transport Committee are to buy six Commer 25-30-cwt. chassis from Rootes, Ltd.

Battersea Borough Council are to buy a Bedford tower wagon from Keith and Boyle (London), Ltd.

Middlesbrough Corporation are to buy three Bedford-Lomas ambulances from Sherwood Bros., Ltd.

Burton-on-Trent Borough Council are advised to buy a Bedford-Lacres sweeper from R. W. Kenny, Ltd.

Wanstead and Woodford Borough Council are recommended to purchase a 2-2½-tonner from Ray Powell, Ltd.

Mountain Ash Urban District Council require a Commer Superpoise 3-4-tonner and a Karrier Gamecock refuse collector.

Acton Borough Council are to buy a number of refuse collectors from the Commercial Motor Garage and Repair Co., Ltd.

Peterborough City Council are advised to obtain a Thames lorry from Peterborough Motors, Ltd., also two Dennis refuse collectors.

Stanley Urban District Council have ordered two Karrier refuse collectors, two Karrier lorries and a Commer van from Minories Garages, Ltd.

Southport Corporation are advised to purchase a Bedford 5-6-ton tipper and a Bedford-Simon hydraulic platform from the Southport Engineering Co., Ltd.

Paddington Borough Council are recommended to buy a barrier-loading refuse collector from Glover, Webb and Liversidge, Ltd., also two S.D. refuse collectors.

Portsmouth City Council are recommended to buy six refuse collectors from Wadham Bros., Ltd., and three refuse collectors from J. H. Sparshatt and Sons, Ltd.

Walsall Transport Committee seek to obtain 15 Dennis Loline chassis with M.C.W. bodywork. The fire services committee wish to borrow £11,000 to buy a new appliance.

Luton Housing Committee wish to buy a Thames 7-cwt. van. The cleansing committee seek to purchase a Karrier Bantam refuse collector and three Gamecock refuse collectors.

Birmingham City Council are to buy a number of refuse collectors from Shelvoke and Drewry, Ltd., Rootes, Ltd., Glover, Webb and Liversidge, Ltd., and the Eagle Engineering Co., Ltd.

Northampton Watch Committee seek tenders for the supply of an ambulance. The cleansing committee are considering the purchase of two Dennis refuse collectors, two Karrier Bantam tipper and a Morris 5-cwt. van.

Torquay Health Committee wish to buy a B.N.C.-Eagle Compressor refuse collector. The waterworks committee propose to buy an Austin 10-cwt. van from A. C. Bulpin and Son, Ltd. The beaches committee seek to obtain two Morris 30-cwt. vans from Phil Read, Ltd.



(Above, left) F. Battle (Express Dairy Co. (London), Ltd.), driving a Morris in Class A, gained the day's honours with 50½ penalty points. (Above, right) H. Baggaley (Crow Carrying Co., Ltd.), in a Scammell, won Class G. (Left) R. Underhill (Adams Bros. (Kingston), Ltd., Austin) lost 79 points to win Class H.

Big Losses in London's First Competition

HEAVY penalties characterized London's first eliminating round of the Lorry Driver of the Year Competition last Sunday. Losses of marks might have been even greater if all the tests had been conducted strictly in accordance with the national rules.

A dreary day was enlivened by the outstanding success of the Express Dairy Co. (London), Ltd. Of the nine drivers entered by them, five were class champions (A. B. D. E(2) and F(1)) and the sixth was third in class B. The Crow Carrying Co., Ltd., had 10 entries and secured a win in class G, and gained the trophy for the best-maintained diesel engine—a foregone conclusion.

The competition was sponsored by the Stepney safety organization, but the heavy burden of administration fell on the unfortunate Mr. R. F. Waite, of the Road Haulage Association. The manoeuvring tests were held in Victoria Park on a site consisting of rough, loose soil and coarse grass. It was impossible to mark out tests accurately on this surface. Moreover, London County Council prohibited the use of barriers and public-address equipment to control the spectators, with the result that men, women, children and dogs wandered all over the course throughout the day.

There was also a shortage of marshals and a lack of adequate equipment. Most of it appeared to have been brought on chance by the Union Cartage Co., Ltd.

c10

and some had been made by Mr. Waite. Some drivers complained that their employers had not given them the test instructions.

All the drivers did not take the Highway Code test together at the start of the proceedings, consequently it was impossible to prevent collusion. Some of the vehicles were still leaving on the observed road section at 6 p.m., although it was supposed to have been completed before the manoeuvring tests started.

As the results* were not exhibited, drivers did not know how they had fared, and it was impossible to appraise the general level of performance in the Highway Code test, on the road or in the manoeuvring exercises.

Unfortunately, the runners-up in Class G, entered by the Union Cartage Co., Ltd., were ineligible to compete, because they were driving tractors with independent trailers, which are not admitted to the competition.

The maintenance examination was well organized by Mr. R. E. G. Brown and Mr. J. R. Lemmer. They had the advantage of excellent facilities at the Waterden Road depot of British Road Services. Three teams of four mechanics each were supplied by Watneys, Express Dairy and B.R.S. Maintenance reached an acceptable standard, but something of a shock was provided by a vehicle which, until it was discovered to have two broken springs, appeared to be a winner.

RESULTS

Class A—Up to 15 ft. 1.—F. Battle (Express Dairy Co. (London), Ltd., Morris), 50½ penalty points. 2.—C. Staines (H. Garon, Ltd., Austin), 173½ (two runners).

Class B—15-19 ft. 1.—R. Harrington (Express Dairy Co. (London), Ltd., Morris), 55. 2.—R. Curtis (H. Garon, Ltd., Austin), 119½. 3.—E. Surridge (Express Dairy Co. (London), Ltd., Morris), 141½.

Class C—19-22 ft. 1.—S. Catermole (S.P.D., Ltd., Thames), 116. 2.—A. Hill (Pease Transport, Ltd., Bedford), 147½. 3.—T. H. Holmes (J. Thompson and Son (Minories), Ltd., Thames), 148½.

Class D—22-25 ft. 1.—J. D. Hughes (Express Dairy Co. (London), Ltd., Bedford), 75½. 2.—J. J. Leahy (Power Petroleum Co., Ltd., Leyland), 83½. 3.—W. C. Bullen (Union Cartage Co., Ltd., Thames), 99.

Class E(1)—Over 25 ft., two axles. 1.—R. J. Leggett (Evan Cook's Depositories, Ltd., Commer), 94. 2.—D. Mackie (Smedley's, Ltd., Leyland), 198 (two runners).

Class E(2)—Over 25 ft., more than two axles. 1.—R. Gulwell (Express Dairy Co. (London), Ltd., A.E.C.), 66. 2.—R. J. Hillsdon (Union Cartage Co., Ltd., Thames), 79. 3.—J. Webb (Pease Transport, Ltd., A.E.C.), 85.

Class F(1)—Articulated, tractor under 3 tons, semi-trailer under 22 ft. 1.—D. Evans (Express Dairy Co. (London), Ltd., Bedford), 59. 2.—J. Dean (B.R.S. (Parce), Ltd., Seddon), 231.

Class F(2)—Articulated, tractor under 3 tons, semi-trailer 22-27 ft. 1.—J. R. Morgan (Thomas Allen, Ltd., Bedford), 67. 2.—F. Corbell (Evan Cook's Depositories, Ltd., Bedford), 123. 3.—T. Warren (Thomas Allen, Ltd., Denny), 125.

Class G—Articulated, tractor over 3 tons, semi-trailer over 27 ft. 1.—H. Baggaley (Crow Carrying Co., Ltd., Scammell), 143½. (Runners-up ineligible.)

Class H—Articulated, tractor, any weight, semi-trailer more than 27 ft. 1.—R. Underhill (Adams Bros. (Kingston), Ltd., Austin), 79. 2.—W. Teasdale (Adams Bros. (Kingston), Ltd., Austin), 137 (two runners).

Best-maintained C-licence vehicle: W. G. Edwards (Hall and Co., Ltd., Bedford).

Best-maintained A or B-licence vehicle: G. Larkin (George Bristow, Ltd., Austin).

Best-maintained diesel engine: A. Thompson (Crow Carrying Co., Ltd., Scammell).

JUSTICE...
associ...
elimin...
of the Y...
Driving...
(N.S. Dep...
Class D f...
of 27 poi...
This w...
day, altho...
overall w...
impressi...
which to...
of the co...
His na...
the N.S...
the whee...
unchalle...
Class H...
slow per...
test for v...

Tate a...
premier...
(A.E.C.)...
on all tes...
of 116...
Bedford...

Had th...
at Plym...
ford CA...
bull's G...
chance...
A. Cou...
marks...
Highway...

His to...
winner...
(G.P.O...
ford)...
other du...
Turnbul...
aggrega...
success...

Another...
of Mess...
took fir...
driven...
Luscom...

On K...
(Mess...
no pe...
h...



R. Braddon (N.S. Department, H.M. Dockyard) is seen reversing his Bedford tanker into the simulated loading bay on his way to winning Class D and putting up the best performance of the day. Waiting to start the test is A. Mitchell, of Tate and Lyle, Ltd., who came second in the class in his Bedford normal-control van.

Navy Win in Home Port

JUSTLY, the Navy, or at least its close associates, triumphed at the Plymouth eliminating round of the Lorry Driver of the Year Competition last Sunday. Driving a Bedford tanker, R. Braddon (N.S. Department, H.M. Dockyard) won Class D from an entry of 22 with a score of 27 points deducted.

This was the best performance of the day, although no prize was given for the overall winner. Braddon was particularly impressive on the kerbside parking test which took toll from all but a handful of the competitors.

His namesake, A. Braddon, also from the N.S. Department, H.M. Dockyard, at the wheel of a Bedford "artic" had an unchallenged win as the only entry in Class H. His score was inflated by a slow performance on the width-judging test for which he lost 100 points.

Tate and Lyle, Ltd., carried off the premier awards in two classes. R. Thorne (A.E.C.) of this concern incurred penalties on all tests but won Class G with a score of 116, whilst M. Thorne, driving a Bedford, was unopposed in Class F (2).

Had there been a concours d'elegance at Plymouth, the three very smart Bedford CA vans entered by Messrs. Turnbull's Garages would have stood a good chance of gaining the award. As it was, A. Couch driving one of them lost no marks on the 7.5-mile road test and Highway Code questionnaire.

His total score of 35 made him the winner of Class A from F. G. Taylor (G.P.O., Morris) and S. Semmens (Bedford). Turnbull's team, of which the other drivers were L. Whitmore and H. Turnbull, took the team award with an aggregate score of 185 to repeat their success of last year.

Another well-turned-out team was that of Messrs. R. A. Gibbs, whose vehicles took first and third place in Class E (1), driven by J. Lumley (Leyland) and R. Luscombe (A.E.C.) respectively.

Although he lost 28 marks on the road section, W. R. G. Johns (Messrs. Robert Daniel) in a Commer 30-cwt. recovered the lost ground with faultless answers on the Highway Code and the loss of only 10 points in the manoeuvring tests to give him first prize in Class B.

Couch was one of the few competitors who emerged from the road test with a clean sheet. Almost every hazard was included in the excellently planned circuit, whilst each observer was provided with an explicit list of points to be checked and how faults were to be marked. Thus, judging was scrupulously fair and the marking sheets could be inspected by drivers who wished to see where they had failed.

One begins to wonder why it is that Service drivers are particularly hard hit by the time limitation for the manoeuvring tests introduced this year. Of the 14 Army and Marine entries in Class I, only three managed to complete all the tests within the time specified. These were S/Sgt. F. Tucker (506 Coy. R.A.S.C. [T.A.], Commer) who won the class, and Dvr. J. Pope and L/Cpl. K. Crumpton of the same unit in similar vehicles who were second and third. Tucker was the class winner in 1958.

An interesting diversion while waiting for the announcement of the results was a demonstration by Plymouth Fire Service.

RESULTS

Class A—Up to 15 ft. 1.—A. Couch (Messrs. Turnbull's Garage, Bedford). 35 penalty points. 2.—F. G. Taylor (G.P.O., Morris). 39. 3.—S. Semmens (Messrs. S. Semmens, Bedford). 44.

Class B—15-19 ft. 1.—W. R. G. Johns (Messrs. Robert Daniel, Commer). 38. 2.—W. C. Venton (Harding and Son, Ltd., Morris). 102. 3.—J. G. Perkins (City Engineer, Plymouth, Karrier). 175.

Class C—19-22 ft. 1.—H. H. J. Gay (Civil Defence, Plymouth, Thames). 62. 2.—G. Buzza (Thomas Provisions, Thames). 64. 3.—W. Fice (City Engineer, Plymouth, S.D.). 71.

Class D—22-26 ft. 1.—R. Braddon (N.S. Department, H.M. Dockyard, Bedford). 27. 2.—A. Mitchell (Tate and Lyle, Ltd., Bedford). 33. 3.—R. Hawkins (N.S. Department, H.M. Dockyard, Thames). 54.

Class E(1)—Over 25 ft., two axles 1.—J. Lumley (Messrs. R. A. Gibbs, Leyland). 48. 2.—R. Brookshaw (Poppleston and Son, Ltd., Austin). 69. 3.—R. Luscombe (Messrs. R. A. Gibbs, A.E.C.). 85.

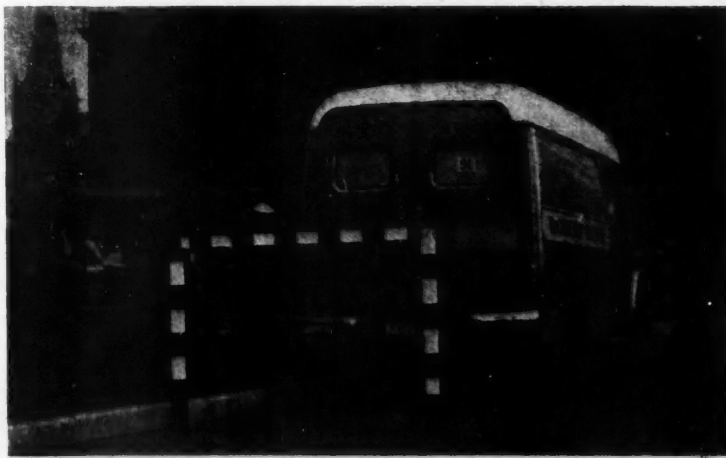
Class E(2)—Over 25 ft., more than two axles 1.—G. C. Berry (Shell-Mex and B.P., Ltd., A.E.C.). 68. 2.—C. Crocker (N.S. Department, H.M. Dockyard, A.E.C.). 83. 3.—H. Rosevear (Western Haulage, Ltd., A.E.C.). 158.

Class F(2)—Articulated, tractor under 3 tons, semi-trailer 22-27 ft. 1.—M. Thorne (Tate and Lyle, Ltd., Bedford). 147. (Sole entry.)

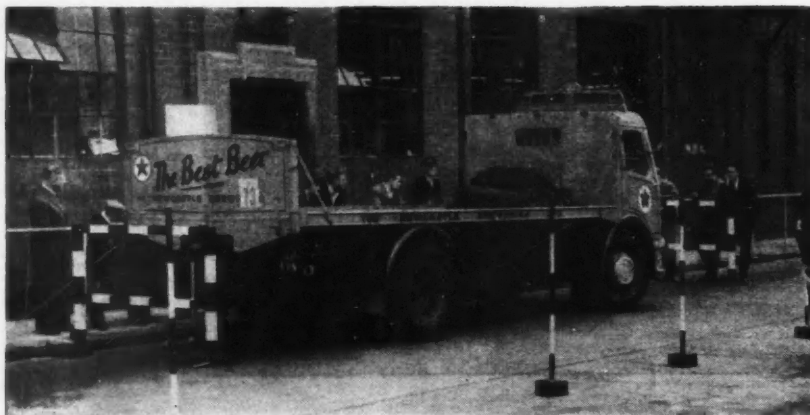
Class G—Articulated, tractor over 3 tons, semi-trailer up to 27 ft. 1.—R. Thorne (Tate and Lyle, Ltd., A.E.C.). 116. 2.—L. I. Bennett (Shell-Mex and B.P., Ltd., A.E.C.). 148. 3.—R. Botting (Western Express, A.E.C.). 205.

Class H—Articulated, tractor any weight, semi-trailer over 27 ft. 1.—A. Braddon (N.S. Department, H.M. Dockyard, Bedford). 240. (Sole entry.)

Class I—Standard rigid military load carriers, 19-22 ft. 1.—S. Sgt. F. Tucker (506 Coy. R.A.S.C. [T.A.], Commer). 91. 2.—Dvr. J. Pope (506 Coy. R.A.S.C. [T.A.], Commer). 95. 3.—L. Cpl. K. Crumpton (506 Coy. R.A.S.C. [T.A.], Commer). 205.



On kerbside parking, W. R. G. Johns (Messrs. Robert Daniel, Commer) lost no points. His total of 38 marks gave him a comfortable win in Class B.



Brewers Sweep the Board

AT the first eliminating round of the Lorry Driver of the Year Competition to be held at Newcastle upon Tyne, last Sunday, Newcastle Breweries, Ltd., swept the board. From 18 entries out of a total of 84 they incurred the three smallest penalty totals

of the day, won Classes C and D and gained three second and two third places.

G. Courtney (Foden), after an excellent all-round performance in Class D during which he dropped only 40 penalty points, was well clear of his nearest rival, colleague W. D. Hand (Commer) with 48

G. Courtney won the day's honours at Newcastle upon Tyne with the loss of only 40 points. He drove a Foden, and his colleagues from Newcastle Breweries, Ltd., also put up a good display.

points, also in Class D. The same class supplied the third best performer of the day in K. Bourne (Commer), 53 points, also of Newcastle Breweries.

There was a disappointingly small turnout of local hauliers, but this was partly because of the local road safety committee's decision to keep the entries down to reasonable proportions for their first venture in the competition. Phillip's

Transport Co., Ltd., however, represented by T. Tracey (Thames), was a worthy winner of Class E(1) with 65 penalty points, while vehicles of J. W. Capstaff (Transport), Ltd., and British Road Services were also prominent.

One of the best-turned-out entries was an Atkinson driven by W. Robinson (Beechams Foods, Ltd.), who won a close contest for Class E(2), handling the vehicle with excellent judgment in the manoeuvring tests.

Although measuring-up was delayed by a heavy downpour, competitors were away to a good start and had completed the 18-mile circular road route by 10.45 a.m.

There were no team or maintenance awards, but the winner was presented with a silver cup and the class winners were awarded smaller replicas. The standard was high in all tests except the Highway Code in which a number of competitors were disappointing. There were no competitors in Class F(2).

RESULTS

Class A—Up to 15 ft.: 1.—W. Nixon (Thos. Bell and Son, Ltd., Bedford), 62 penalty points. 2.—J. Bell (Newcastle Chronicle and Journal, Ltd., Commer), 80. 3.—S. Morrison (Newcastle Chronicle and Journal, Ltd., Commer), 83.

Class B—15-19 ft.: 1.—A. Greaves (W.H.S. Transport, Ltd., Bedford), 62. 2.—P. Varah (City Engineer, Newcastle, Bedford), 70. 3.—D. Dunighan (W.H.S. Transport, Ltd., Bedford), 73.

Class C—19-22 ft.: 1.—C. Nesbitt (Newcastle Breweries, Ltd., Albion), 73. 2.—W. Harrison (National Coal Board, E.R.F.), 77. 3.—W. McNaughton (Newcastle Breweries, Ltd., Albion), 92.

Class D—22-25 ft.: 1.—G. Courtney (Newcastle Breweries, Ltd., Foden), 40. 2.—W. D. Hand (Newcastle Breweries, Ltd., Commer), 48. 3.—K. Bourne (Newcastle Breweries, Ltd., Commer), 53.

Class E (1)—Over 25 ft., two axles: 1.—T. Tracey (Phillip's Transport Co., Ltd., Thames), 65. 2.—B. Trotter (Newcastle Breweries, Ltd., Leyland), 67. 3.—H. Patterson (Thos. Bell and Son, Ltd., A.E.C.), 75.

Class E (2)—Over 25 ft., more than two axles: 1.—W. Robinson (Beechams Foods, Ltd., Atkinson), 61. 2.—I. McGee (Newcastle Breweries, Ltd., Leyland), 68. 3.—D. Bridgwood (J. W. Capstaff (Transport), Ltd., A.E.C.), 69.

Class F (1)—Articulated, tractor under 3 tons, semi-trailer under 22 ft.: 1.—J. Weatherley (British Road Services, Austin), 94. 2.—J. Annan (B.R.S., Austin), 105.

Class G—Articulated, tractor over 3 tons, semi-trailer up to 27 ft.: 1.—J. Parker (Shell-Mex and B.P., Ltd., Scammell), 161. 2.—W. J. Henry (Esso Petroleum Co., Ltd., Leyland), 170. 3.—J. Mather (B.R.S., Leyland), 428.

Class H—Articulated, tractor any weight, semi-trailer over 27 ft.: 1.—J. W. Cawthorne (North Eastern Electricity Board, E.R.F.), 122. (Sole entrant.)

Class I—Standard rigid military load carriers, 19-22 ft.: 1.—L. Cpt. Connaway (H.Q. 125 Transport Column, R.A.S.C. (T.A.), Bedford), 256. (Sole entrant.)



(Above) Third in Class E (1), H. Patterson (Thos. Bell and Son, Ltd., A.E.C.), is seen here having completed the width-judging test. (Below) W. Robinson (Beechams Foods, Ltd.), the winner of Class E (2), driving up to take part in the first test in his Atkinson, followed by E. Martin (National Benzole Co., Ltd., Albion).



WHAT a way to run a railway! That was my first reaction to the "Report from the Select Committee on Nationalized Industries" (British Railways), published last week. Perhaps I am being a trifle harsh, but the Government seem to me to emerge from the inquiry with little more credit than a punter who has put the family savings on a three-legged horse.

It is a sad tale. It tells of prodigal expenditure of taxpayers' money based on false premises, and of inadequate Government supervision of public funds. The Transport Tribunal have hobbled the British Transport Commission and, adding insult to injury, Government interference with the Commission's proposals to raise fares and charges cost between £15m. and £23½m. The committee believe the Government should compensate the B.T.C. to this extent.

The committee also paint a picture of over-optimism by the Commission about the fruits of a modernization scheme which has now lost its glitter—enthusiasm engendered by inadequate statistical information. There have been disagreements between the Ministry of Transport and the Commission on the basis of vital calculations, and an obvious lack of drive by railway management. Never have the blind more successfully led the blind.

Despite the discouraging evidence, the committee have no doubt that a large-scale British railway system can be profitable. Its size and shape must, they say, be such as can enable the Commission to carry out their statutory task of balancing their accounts, taking one year with another. "But," they add, "if the Commission are to know which of their services are justifiable on grounds of direct financial return, they must first have some form of accounts by which the profitability of regions and services can be judged." It appears that the railways still have much to learn from road transport about effective management.

Direct profitability is, however, not the only consideration. "Because of the cost of the roads and of the congestion on them, the national interest may require railway services which do not in fact pay directly for themselves, but which may cost the nation less than the alternatives."

Social need may be a third consideration. If Parliament specifies that certain unremunerative services must be undertaken, the cost, says the report, should fall on public funds and be paid in advance. Subsidies of this kind should be provided openly for specific purposes, and not disguised either in public accounts or the Commission's accounts.

Tribunal Cut Commission's Revenue

The Transport Tribunal's decisions and the time taken to reach them are stated to have cut down severely the Commission's earnings. The committee believe that in all fields where the railways are meeting effective competition, there is no need for the Tribunal. If the Tribunal are to be kept in being, the criteria governing their decisions should be clearly laid down. Moreover, they should in future publish their full reasons for each decision on fares and charges.

There is little reference in the report to road transport, but the committee finally explode a 40-year-old argument about costs of rail tracks and roads. They say that rail tracks create the conditions of speed, density of traffic and safety which form the main advantages of railway travel.

"Their costs, therefore, should be paid for by the railway user, and must be taken into account in any economic

calculations about railways, and in any calculation about the true cost of a particular railway service, be it freight or passenger," the report comments.

"The argument that railways should be relieved of the track costs is based upon the belief that the burden of them is unfair when viewed in the context of the railways' competition with road users. But in fact the road user pays each year in taxes for the use of his vehicle and its fuel considerably more than the annual cost of road maintenance, signalling and construction."

The committee do not believe that there is a case on the ground of fair competition to relieve the railways of track costs.

Road transport operators may find satisfaction in the knowledge that the Ministry of Transport are on their side in this argument. The Commission argued that they were having to pay between 6s. 6d. and 7s. on track cost for every 2s. 6d. that the haulier and bus operator paid in fuel

duty. A member of the Commission had calculated that whereas the railways paid 0.7d. per passenger-mile and 0.5d. per ton-mile in track cost, the coach operator paid about 0.2d. per passenger-mile and the haulier about 0.3d. per ton-mile in tax.

The Ministry deny that the haulier is paying insufficiently. Their attitude is that this kind of difference in operating expense is "merely a manifestation of the difference that exists between the two forms of transport."

I am surprised that the select committee should have fallen for the Commission's old and transparent argument that long-distance coach operators are able to charge lower fares than the railways because "coach services are limited by licence in their volume and scope." The committee do not, however, mention that objections by the railways have been substantially responsible for the restriction of coach services. The statement that long-distance operators "do not have to provide services at other than the most popular times," also begs the truth.

Unreliable Evidence

The committee try to draw a comparison between road and rail goods rates, although they admit the unreliability of the figures. According to the Commission, the following are the distances for which, on average, different types of carrier will haul a ton of freight for £1:—British Road Services, 37 miles; other public road transport, 33 miles; private transport, 11 miles; and British Railways, 60 miles.

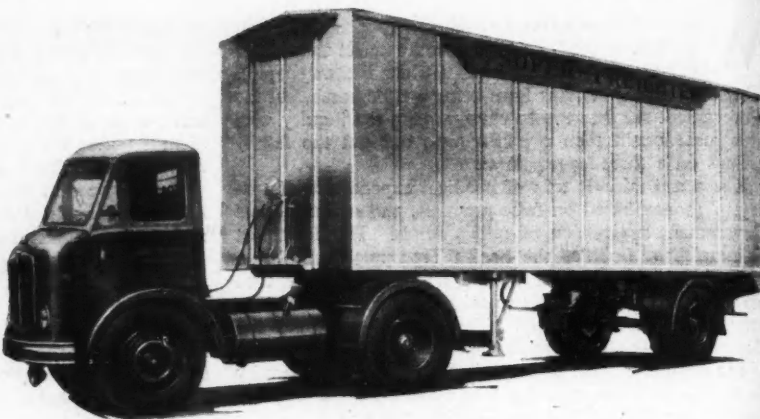
But the committee hasten to add: "These figures, so far as road transport is concerned, are acknowledged to be very imprecise. Furthermore, the fact that the railways carry so much heavy coal and mineral traffic makes a straight comparison between their average rates and those of road hauliers somewhat questionable."

Perhaps, however, the comparison is no more questionable than some of the calculations made by the Commission in connection with the modernization scheme and blindly accepted by the Government.

The committee "are astonished at the way in which the Commission have been able to set in motion great modernization schemes without the [Government] departments comparing the economies of them with those of the possible alternative schemes; that in giving a banker's sanction to the expenditure on the London-Midland electrification, for example, the Ministry did not know what the alternative expenditure of using diesel locomotion would be."

Duramin Produce 10-12-ton Outfit Costing £1,750 Complete with Single-axled Running Gear: Track-tested at Lindley

The Super-Freighter van is shown coupled to an A.E.C. tractor. Interior panelling is flush, but it is possible to build a smooth exterior with the posts inside.



Britain's First All-aluminium Semi-trailer Van?

WHAT is thought to be the first all-British integrally constructed semi-trailer van, using only light-alloy members in its construction, has been produced by the Duramin Engineering Co., Ltd., Stonefield Way, Ruislip, Middx.

The major advantage of this method of construction, in which the van sides and roof act as load-carrying members, is that a marked reduction in weight can be achieved compared with vans based on a separate semi-trailer chassis. With the Duramin design, this could be up to 1 ton for maximum-load vans.

The first example of the new Super-Freighter range, as it is to be known, is a 10-12-ton single-axled design. This semi-trailer is 26 ft. long and weighs 2 tons 13 cwt. unladen, but complete with all running gear which is manufactured by Cranes (Dereham), Ltd. It costs approximately £1,750.

Specified Running Gear

Duramin do not intend to enter the semi-trailer field as manufacturers, but will market their integral body with any make of running gear specified by the customer. Purchase of the complete semi-trailer will be from the bodybuilders who will fit the axles, landing gear, upper coupling and any other ancillary equipment required.

Super-Freighters will be available in lengths from 22-28 ft., interior heights from 6 ft. 6 in.-9 ft., and in overall widths of 7 ft. 6 in. and 8 ft. To suit the running gear specified, the vans are offered with capacities of 10-12 tons, 14-15 tons, and 16-17 tons. Construction is similar for all types, but heavier-gauge panelling and other modifications to suit the increased loading are incorporated in the heavier versions.

The doors of the van were removed for certain track tests to check the rigidity of the body without the stiffening which the doors provide. An impression of the treatment that the outfit withstood is given by this picture.

When production is established, insulated and refrigerated models will be available, whilst special pallet-loading types and designs for bulk granular and powdered loads are planned.

The use of light alloy only in the fabrication of the integral assembly simplifies stressing problems. It is possible to make all joints in the structure extremely rigid, the necessary slight degree of flexibility being provided by flexing of the light-alloy members.

The underframe is made up of closely spaced channel-section transverse members—at 1-ft. 6-in. centres on the 10-12-ton design—riveted at their ends to longitudinal members of similar section. Most of the transverse channels are 5 in. deep with 2-in. flanges in $\frac{3}{8}$ -in.-thick material, but the four members to which the sub-frame for the rear suspension is attached are 8 in. deep with $\frac{1}{2}$ -in.-thick flanges.

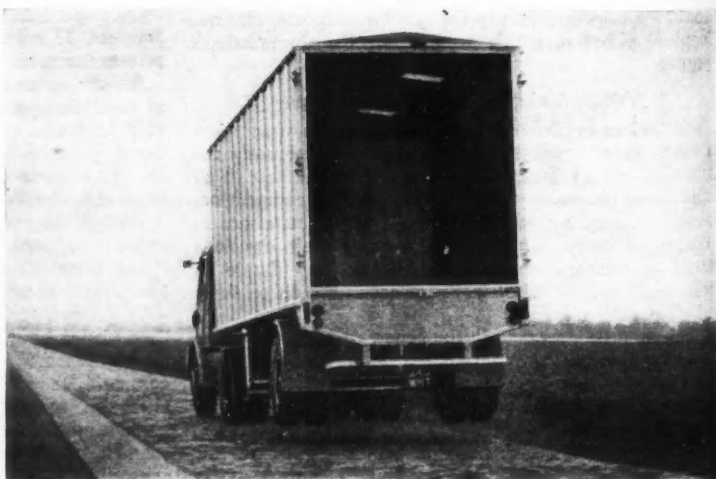
To avoid any "lozenging" effect under acceleration and braking stresses, the

suspension mounting is braced diagonally, and similar reinforcement is provided for the coupling and landing gear attachment points.

The flooring, which may be deal, hardwood or extruded duralumin planking, is mounted directly on the cross-members and clipped into position to avoid drilling and thereby weakening the supports.

The flat panels of the body sides are attached directly to the longitudinal channels at each side of the underframe, and riveted at the top to the robust roof cant-rails. Thus, the complete side assembly can be considered as a girder with the longitudinal members acting as flanges and the stiffened panelling forming the webs.

Bracing for the side panels is provided by external W-section vertical extrusions spaced (on the lightest van offered) at about 1-ft. 10-in. centres. This section is particularly suitable as the rivet heads are enclosed within the channel, whilst the bevels of the W form give a clean



appearance to the body when it is viewed from an angle.

Combined with a rubbing rail—wood on the prototype but a light-alloy box on later models—attached to the under-frame edges, the vertical exterior bracing gives effective protection to the panels. The rubbing rail is bolted on to simplify replacement and has a sloping upper face to prevent the accumulation of dirt.

The cambered roof is substantially constructed, again all in light alloy, and has transverse trusses beneath the weather-proofed joints between the panels. Small Perspex lights can be incorporated in it, but larger areas of translucent material cannot be easily accommodated without sacrifice of strength.

Double rear doors giving an almost full-width opening are fitted as standard. The edges of the doors wrap over the frame and close on a rubber seal. Cam-type locking gear is fitted and the doors can be folded back against the body sides. Other rear-opening arrangements offered include a combination of doors and tail-board.

A side door of limited width can be incorporated provided that the inevitable

loss of panel strength is compensated by additional reinforcements around the door aperture.

All corners of the squared-off body interior are heavily gusseted. The use of steel rivets for the main load-bearing assemblies is, although unusual, standard Duramin practice and one which has given no corrosion trouble in many years' use on conventional light-alloy bodies. Certainly, such strong fastenings would seem to bear out the bodybuilders' claim that the body should give 15 years' service without major attention.

As fully heat-treated material, which can be discoloured by the processes through which it passes, is used throughout, Super-Freighters will normally be supplied in primer finish with a bright metal interior. It is suggested that sign-writing on the body sides should be applied on panels attached to the W-section posts.

This looks attractive and, when body repaints are necessary, the panels can be detached. A possible production option will be a flush-exterior model with the vertical stiffeners on the inside. The main demand, however, is expected to be for

the present model, which has flush-interior panelling to simplify loading.

The prototype semi-trailer has undergone tests on the road and on the M.I.R.A. track at Lindley. With a load of loose timber offcuts filling the body to two-thirds of its height, 100 miles were covered on the pavé track at speeds of between 15 and 25 m.p.h.

This was followed by about 80 miles on the same track with the load and the rear doors removed. The doors were taken off so that the body could be tested in its least rigid condition. It is stated that this arduous and, for semi-trailers, unusual trial, had no adverse effects on the van. Failures which did occur were confined to a broken semi-trailer spring, two wing stays on the A.E.C. tractor, and a tail-light bulb.

By the lack of parallel door movement during the laden test, it was ascertained that no deformation of the basic box structure was taking place although the side panels were flexing visibly. During braking tests, the front bulkhead was bowed about $\frac{1}{4}$ in. by the load, but the rivets remained sound and the panel sprung back to normal.

Tanker for Liquid Egg

THE range of products carried in road tankers continues to widen. Now, John Rannoch, Ltd. are to employ a 2,000-gal.-capacity articulated unit to deliver liquid egg to their customers. The bulk delivery service is to augment the concern's established frozen and canned egg supply.

The 2,000-gal. tanker used by John Rannoch, Ltd., to deliver liquid egg to their customers is insulated with 2 in. of expanded polystyrene. Temperature rise does not exceed 2°F. in 24 hours.

O. G. Barnard and Sons, Ltd., Stowmarket, produced the semi-trailer-based tanker using a B.T.C. Four-in-Line rear bogie, a Scammell automatic-coupling forecarriage and a special insulated stainless-steel tank manufactured by the A.P.V. Co., Ltd., Crawley. The three-



compartment tank is insulated with a 2-in. layer of expanded polystyrene covered by aluminium cladding.

Prior to loading, the egg is chilled to 38° F. and the tank insulation ensures that the temperature rise of the load does

not exceed 2° F. in 24 hours. Load temperature in each compartment is indicated by external gauges. The tanker discharges into customers' bulk-storage tanks by a stainless-steel pump which moves 2,500 gal. per hour.

Low-loader Granted for Awkward Jobs

BECAUSE they had found it virtually impossible to hire Karrier Bantam vehicles, and their existing fleet was very much in demand, F. Phillips (Haulage), Ltd., 17 Abbeydale Road, Sheffield, applied to Mr. J. H. E. Randolph, Yorkshire Deputy Licensing Authority, at Sheffield last week, to add one such unit to their A licence.

Mr. J. Phillips, secretary, said that they specialized in the carriage of small pieces of machinery and the Karrier vehicles were ideal for this type of load. They wished to operate within 25 miles of base. Operational figures showed a large increase over the previous year and

several letters telling of delays and inconvenience were produced.

Mr. J. Chandler, works foreman of a machine tool factory, who employed Phillips, said that their production had increased by 15 per cent. They employed the applicants to carry tools to small engineering firms, whose premises often had low headroom and narrow access passages. Unloading was difficult unless a small, low, flat-platformed vehicle was employed. If this type of traffic was sent by rail, additional expense for packing would be involved.

Replying to Mr. G. P. Crowe, for British Railways, who objected, Mr.

Chandler said that sometimes he might be able to give Phillips two loads a day, but could give only a few hours' notice. Two more witnesses spoke of difficulties in obtaining the Karrier Bantam units, even when three days' notice had been given.

Mr. Crowe stated that if a special type of vehicle were required it was reasonable to give operators adequate notice. There was no evidence that the fund of transport in Sheffield was insufficient and that orthodox vehicles were under pressure.

Granting the application, Mr. Randolph said the Bantam was ideal for carrying awkward loads into awkward premises. There had been no evidence that anybody else could do the work.



(Above) The Gipsy picks its way along the sump-wrecking F.V.R.D.E. boulder track. (Left) With a full 10-cwt. load the steepest ten slope was climbed non-stop in four-wheel drive, with first gear and the lowest ratio in the transfer box engaged.

FOLLOWING its introduction early in 1958, the Austin Gipsy 4 x 4 utility was justly acclaimed for the excellent off-the-road performance, made possible largely by independent rubber suspension of all wheels. However, some who tested it, including *The Commercial Motor*, were less happy with the suspension and steering qualities on made roads. Heavy steering on cornering and wander when travelling in a straight line were reported.

Now, in the Gipsy Series II, the Austin Motor Co., Ltd., have almost eliminated these characteristics, to the detriment of cross-country ability. But the latest model is undoubtedly a far better compromise than its predecessor, for small general-purpose vehicles of this type are often destined to serve as part of the gentleman farmer's fancy dress and, in such rôles, spend most of their life on good surfaces. They must be reasonably docile under all conditions, although it would be unreasonable to demand private-car standards of road-holding.

The changes in handling have been achieved by only detail modifications. These amount to the use of softer rubber in the front and rear Flexitor trailing-arm suspension units to increase overall deflection by some 50 per

cent., and a revised steering layout, which now comprises a divided track rod operated through a frame-mounted idler shaft. The box-section trailing suspension arms are fabricated from a heavier-gauge material and, although similar in design to the original arms, are stronger.

To accommodate the increased travel of the rear suspension and improve ground clearance, lever-type dampers at all wheels have replaced the telescopic units. At the front, the swivel-axle supports and castings have been redesigned for greater rigidity, whilst rubber packing is now interposed between the rear differential unit and the frame.

(Right) The robust tubular cross-member which houses the rubber in torsion members for the trailing-arm front suspension units can be seen as the Gipsy breasts the 1 in 2 incline.

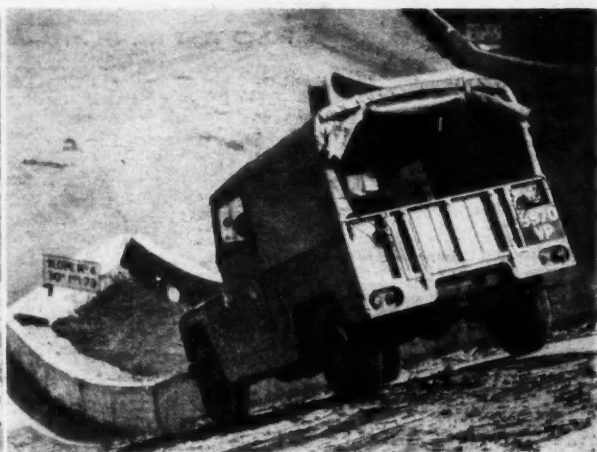


(Above) Some water was found on arid Bagshot Heath and a little rear driver's feet through the air intakes in the front wings. (Left) Paved little difficulty to the Gipsy, which was exceeding 40 m.p.h. when photographed. (Right) Oddly, although its suspension is more resilient, the Gipsy seems thrown about more by severe bumps than did the previous model.



recking F.V.R.D.E.
and the steepest test
with first gear and
engaged.

At 30 m.p.h. on the 2-in.-2½-in.-sett track the Gipsy gave a lively ride and required much steering correction to maintain a straight course. But this speed was a commendable achievement for a vehicle which is docile on the road.



Restarts in both first and, as in this case, reverse gears were made on the 1 in 1.73 slope. These were complicated by the inability of the engine to idle at this angle and the ineffective hand brake. Slight wheel-spin occurred.

INDRING GIPSY

y comprises
ne-mounted
n arms are
i, although
nger.

rear suspen-
dampers at
the front,
redesigned
y interposed

houses the
suspension
incline.



Heath and a little rear
wings. (Left) Paul
40 m.p.h. when photo-
resilient, the Gipsy seem-
did the previous model.



Other changes apparent on the latest Gipsy include new mounting brackets for the fuel tank, an extension filler tube to simplify refuelling from a can, a different exhaust system to reduce noise inside the vehicle, and modifications to the body-mounting brackets. Bodywork improvements consist of a larger ventilator below the windscreen, more rigid doors with external galvanized handles, and sliding windows in place of the non-opening side screens and signalling flaps.

The 2.199-litre four-cylindrical petrol engine or the B.M.C. 2.2-litre oil engine is retained. A minor but important modification on the petrol-engined version has been the substitution of a 122 main jet for the original 130 jet in the Zenith carburetter. This was found on test to give a marked improvement in fuel economy.

As before, drive is taken through a four-speed gearbox and two-speed transfer box to the front and rear final-drive units. The transfer box provides either direct drive or a 2.02-to-1 reduction and, for the Series II model, the additional control which permits the high ratio to be employed with four-wheel drive is fitted as standard.

To allow direct comparison to be made with the original Gipsy road-test report published in *The Commercial Motor* on March 7, 1958, the Series II model supplied for test had the petrol engine and tilt body. A plastics hard-top is now available as an option. The unladen vehicle weighed 1 ton 7½ cwt. With myself, the addition of 10 cwt. of 56-lb. iron weights and wooden baulks and padding to locate the unstable load brought the gross weight up to 2 tons 1 cwt. This was 1 cwt. more than the recommended gross figure. Of the total, 17½ cwt. was carried by the front wheels and 1 ton 3¼ cwt. by the rear wheels.

Series II Model Combines Adequate Cross-country Ability with Improved Road Manners: Fuel Consumption Much Reduced by Carburetter Modification

By Anthony Ellis

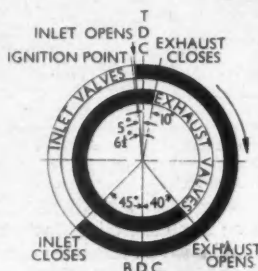
ROAD TEST No. 694/M153—AUSTIN GIPSY 4 x 4

MODEL: Austin Gipsy Series II $\frac{1}{2}$ -ton 4 x 4 pick-up with tilt and petrol engine.

WEIGHTS:	Tons	cwt.	qr.
Unladen	1	7	2
Payload		10	0
Driver, observer, etc.		3	2
	2	1	0

DISTRIBUTION:		17	3
Front axle			
Rear axle	1	3	1

ENGINE: B.M.C. four-cylinder overhead-valve petrol engine; bore 79.4 mm. (3.125 in.); stroke 111 mm. (4.375 in.); piston-swept volume 2.199 litres (134.1 cu. in.); maximum net output 62 b.h.p. at 4,100 r.p.m.; R.A.C. rating 15.6 h.p.; maximum net torque 110 lb.-ft. at 1,500 r.p.m.



FIRING ORDER 1-3-4-2
COMPRESSION RATIO 6-8:1
VALVE CLEARANCES 0.012"

TRANSMISSION: Through 9-in.-diameter single-dry-plate clutch to four-speed synchromesh main gearbox and two-speed transfer gearbox, thence by one-piece propeller shaft to front and rear hypoid-bevel final-drive units.

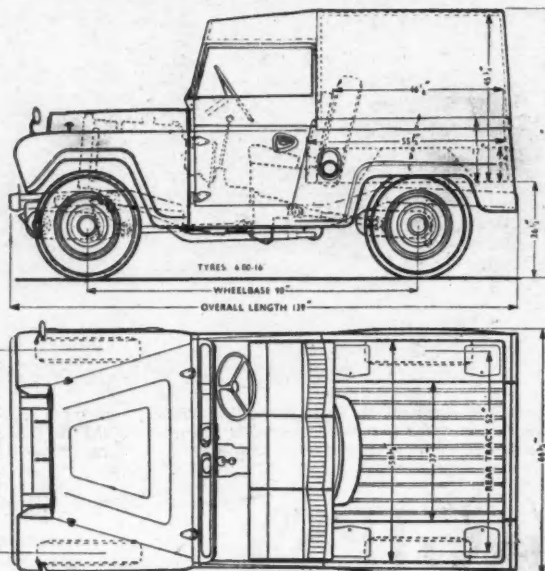
GEAR RATIOS: (Main gearbox) 4.05, 2.35, 1.37 and 1 to 1 forward; reverse 5.168 to 1; (transfer gearbox) 2.02 and 1 to 1; final-drive ratios 5.125 to 1.

BRAKES: Girling hydraulic system, with two-leading-shoe units at front wheels and leading-and-trailing-shoe units at rear wheels. Hand brake linked mechanically to rear wheels only. Diameter of drums 10 in.; width of facings, front and rear, 1.75 in.; total frictional area 133 sq. in.; that is 64.9 sq. in. per ton gross weight as tested.

FRAME: Pressed-steel box section with six cross-members. All-welded construction.

STEERING: High-efficiency cam type, ratio 14.5 to 1. Steering-wheel diameter, 1 ft. 6 in.

SUSPENSION: Independent all round by trailing arms and Moulton Flexitor torsional rubber units. Lever-type dampers front and rear.



ELECTRICAL: 12v. compensated-voltage-control system with 51-amp.-hr. battery.

FUEL CONSUMPTION: See separate panel for detailed results.

TANK CAPACITY: 13 gal., range approximately 260 miles.

ACCELERATION: Through gears, 0-20 m.p.h., 5.5 sec.; 0-30 m.p.h., 9 sec.; 0-40 m.p.h., 15.5 sec.; direct drive, 10-20 m.p.h., 6.5 sec.; 10-30 m.p.h., 12 sec.; 10-40 m.p.h., 19.5 sec.

BRAKING: From 20 m.p.h., 18.4 ft. (23.5 ft. per sec. per sec.); from 30 m.p.h., 37.5 ft. (25.8 ft. per sec. per sec.).

FORWARD VISION: To within 13.5 ft. of the front bumper at ground level on the centre line.

WEIGHT RATIO: 1.52 b.h.p. per cwt. gross weight as tested.

TURNING CIRCLES: 37 ft. both locks (manufacturers' figure).

MAKERS: The Austin Motor Co., Ltd., Longbridge, Birmingham.

FUEL CONSUMPTION ANALYSIS

Payload (cwt.)	Gross wt. (tons)	Test	Average m.p.g.	Average m.p.h.	Gross ton-m.p.g.	Time-load-mileage factor
10	2.05	Full load, high speed	20.4	37.5	41.8	1,568
10	2.05	Full load, low speed	22.9	28.8	46.9	1,351
5	1.8	Half load, high speed	21.8	36.7	39.2	1,439
5	1.8	Half load, low speed	24.0	29.7	43.3	1,283
Nil	1.55	No load, high speed	22.3	37.5	34.6	1,299
Nil	1.55	No load, low speed	25.3	32.1	39.2	1,258

As for the 1958 test, the F.V.R.D.E. suspension courses at Chobham and the rough track on Bagshot Heath were employed to assess the cross-country capabilities of the vehicle. Throughout this section of the test the full load was carried. Easy ascents and restarts in both forward and reverse gears were made on the 1-in-4 and 1-in-3 test slopes. The hand brake held the vehicle facing up or down the 1-in-4 gradient, but allowed slight creep on the steeper slope. Bottom gear with low ratio-engaged in the transfer gearbox permitted fairly easy restarts on the 1-in-2 incline, although this was complicated by the inability of the hand brake to hold the vehicle at all.

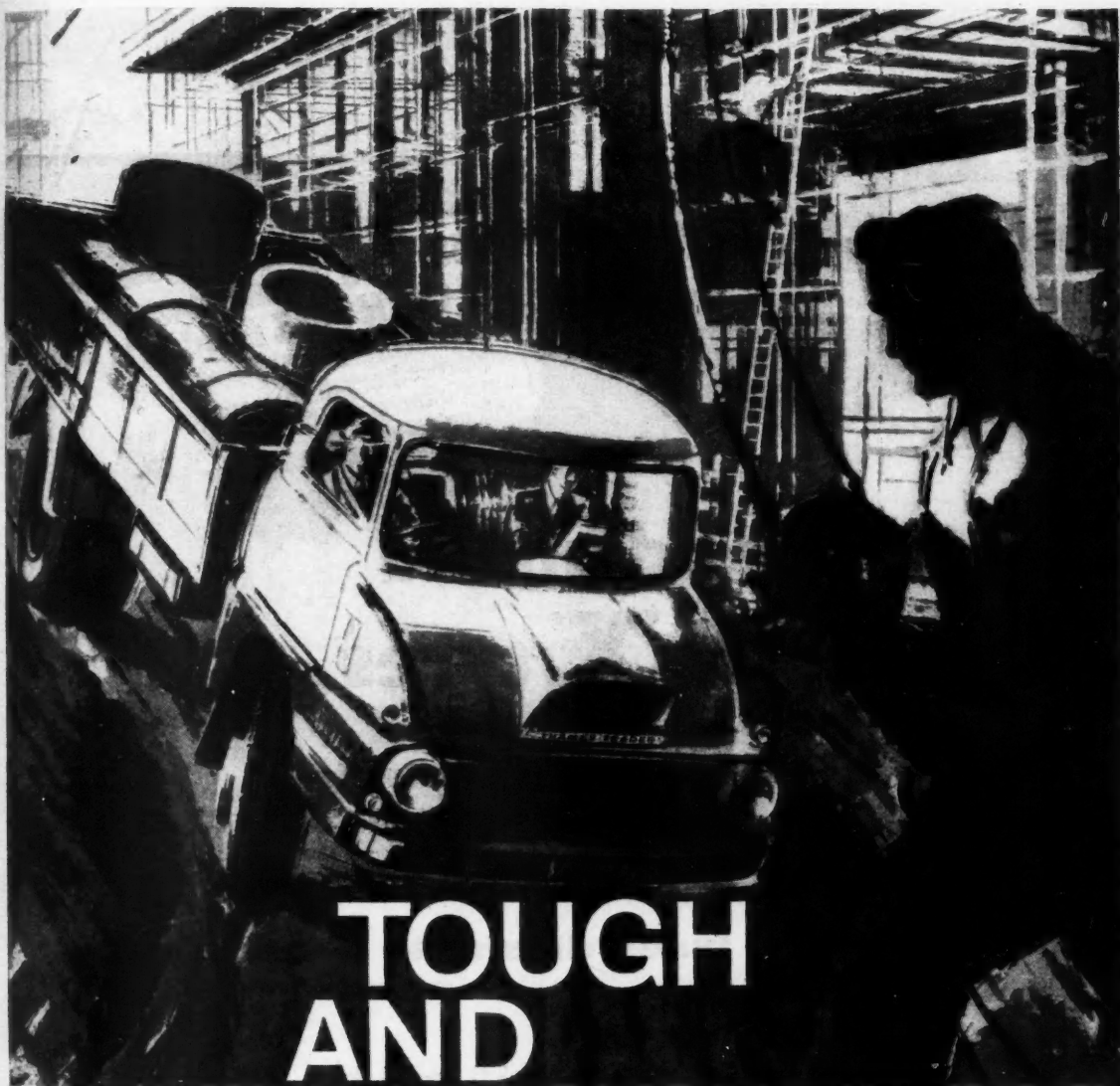
This factor, combined with engine stalling at tick-over speeds because of the carburettor's dislike of operating at such steep angles, made restarts on 1 in 1.73 almost impossible. However, with one set of wheels on the concrete centre strip and the other set on the dry timber baulks let into the slope to suit tracked vehicles, I was able to get the Gipsy away from a standstill by operating the throttle pedal by hand. In this contortionist manner restarts were made with full load in forward and reverse

gears, low auxiliary, facing up and down the slope. Slight wheelspin occurred to assist the hard-worked clutch.

All the suspension tracks at Chobham are 500 yd. long. On the 1-in.-1½-in.-sett track, which comprises transverse concrete bars at irregular intervals, the vehicle could be driven at up to 40 m.p.h. without undue discomfort, although there was a slight tendency for it to swing away from the chosen line. Six runs on this track produced no adverse effects, other than the loss of two of the push-on hub caps. I doubt whether these are necessary on a utility vehicle. If they must be fitted, attachment by screws would be an improvement.

A number of runs on the much more severe but similarly laid-out 2-in.-2½-in. concrete-sett course indicated that the latest Gipsy is not quite as controllable under such torture as its predecessor. Although it was possible to maintain 30 m.p.h., the suspension did not appear to be sufficiently damped and gave a lively ride, whilst the steering required constant and substantial correction to maintain a reasonably straight course.

(Continued on page 865)



TOUGH AND TERRIFIC!

Tough-as-they-come and twice as terrific, these Thames Traders — by Ford! Built for long hauls, heavy loads . . . to cart and carry . . . shift and spread in conditions as rough as you and the weather like to make them! Built to cut long-mission fatigue and to make quite sure that, whatever type of body, drivers can see clearly what's happening behind. And with newly-installed Hydrovac brakes by Clayton Dewandre for the 7 ton Trader, braking is immediate and positive; and all this massive power is brought instantly, obediently to heel!

THAMES TRADERS

BUILT BY **FORD**

(23.5 ft. per
ft. (25.8 ft.

5 ft. of the
centre line.
cwt. gross

ks (manufac-
Co., Ltd.,

Time-load-
leage factor

1,568
1,351
1,439
1,283
1,299
1,258

ope. Slight
clutch.

00 yd. long.
s transverse
le could be
discomfort,
swing away
produced no
the push-on
on a utility
by screws

out similarly
ted that the
such torture
to maintain
sufficiently
ing required
maintain a



Motorways demand MICHELIN 'X' tyres

'X' tyres generate the minimum of heat

Their casing, being made of steel cords laid radially, has only one ply instead of 10 to 14 as in textile tyres. Therefore there is no inter-ply movement to produce heat.

'X' tyres dissipate heat quickly

Steel is a good conductor of heat—textiles are bad ones.

and in any case . . .

'X' tyres could not be affected by heat

Steel is as strong at 212° Fahrenheit as when cold.



That is why Michelin 'X' tyres can carry the same maximum load at 60 m.p.h. as at 30, without adjustment of pressure, however long the journey.

Whether you transport passengers or goods, Michelin 'X' tyres enable you to take advantage of modern roads and to reduce your transport costs considerably . . . the harder the running, the greater your saving.

MICHELIN TYRE CO. LTD. Head Office and Factory: STOKE-ON-TRENT

Yet I b
than muc
have trav
down onl
set by the
The su
bumps of
could be
rail on th
as the be
The cr
with a h
the Alpin
still very
over ruts
has any
suspensio

of the s
conditio

But it
will be
loose-su
South I
any spe
undue c

The
movem
from fu
change
One wo
steering
the Ser
angle w

I fou
whilst r
line at
encoun
corners
increas
induce
noted v

Brak
from
caused
suspens
20 m.p
was se

Yet I believe that there are few, if any, vehicles, other than much more expensive military designs, which could have traversed the track at this speed. The Gipsy falls down only by comparison with the extremely high standard set by the original model.

The suspension is entirely adequate when dealing with bumps of lesser magnitude. On the pavé track, 40 m.p.h. could be maintained without difficulty. Some form of grab rail on the fascia for the passenger would be an advantage, as the bench seat provides little location.

The cross-country course on Bagshot Heath was dry, with a hard surface, on the day of the test. A circuit of the Alpine course with full load showed that the Gipsy is still very much a go-anywhere vehicle, but has to be taken over ruts and severe corrugations with caution if the driver has any concern for his personal comfort. Increased suspension travel appears to have reduced the efficiency

course. Nevertheless, the braking figures recorded were satisfactory, whilst the wheels did not lock from either speed.

The hand brake, as I had expected from its performance on the test slopes, was not particularly effective, producing a mean reading on the Tapley meter of 26.5 per cent. when applied from 20 m.p.h.

The change in main-jet size has produced a commendable improvement in the fuel-consumption rate. Compared with the Series I Gipsy, tested over the same six-mile out-and-return course, the Series II model gave nearly 4 m.p.g. more when operating at high speed—up to 55 m.p.h.—with full load, returning a figure of 20.4 m.p.g. Similar economies were apparent under all other conditions of load and speed. I am surprised that so large an improvement could be achieved by this modification, but Austin are adamant that this was the only change made.

Little or no power has been lost by the reduction in jet size, as shown by the acceleration times recorded. These were almost identical with those obtained with the earlier Gipsy, although the later model was running at a slightly higher gross weight.

Cooling efficiency was checked on the $\frac{1}{2}$ -mile-long Bison Hill. From a standing start the ascent was made in 2 minutes 5 seconds. Second gear, the lowest ratio used, was engaged for a total time of 20 seconds. For most of the distance the engine was pulling hard in third gear to maintain a speed between 25 m.p.h. and 30 m.p.h. In an ambient temperature of 74° F. the coolant temperature was 167° F. at the top of the hill, having risen by 5° F.

Detail improvements on the latest Gipsy include a larger ventilator below the windscreen, doors of more rigid construction with sliding windows and galvanized external hardware. Body and fuel tank mountings have also been modified.



of the springs in dealing with really severe cross-country conditions at speed.

But it is safe to say that few Gipsys in normal service will be used on such difficult terrain. Later tests over loose-surfaced, pot-holed tracks and open country on the South Downs showed the Gipsy in its element. Almost any speed could be maintained without discomfort or undue concentration on driving.

The softer suspension has increased permissible wheel movement by 50 per cent., giving about 9 in. total deflection from full bump to full rebound. Accompanying this is a change in castor angle for the front wheels of 40 degrees. One would expect this to give rise to even more peculiar steering characteristics on hard roads than occurred with the Series I model, for which the total change in castor angle was 27 degrees.

I found that this was not so. It results in a softer ride, whilst no wander was apparent when travelling in a straight line at any speed, even when fairly strong side winds were encountered on the motorway. The vehicle understeers on corners to make the steering heavier as the rate of turn increases, but this is not objectionable. Fast cornering can induce a fair amount of roll, but tyre squeal, which was noted with the earlier model, is largely absent.

Braking tests showed up another characteristic arising from the softer suspension. Sharp brake applications caused the complete vehicle to "curtsy" as the trailing-arm suspension units deflected under the increased load. From 20 m.p.h. this effect was fairly mild, but from 30 m.p.h. it was severe and led to marked deviation from a straight

The Gipsy was then coasted down the hill out of gear with the speed kept down to 20 m.p.h. by the foot brake. As usual, top gear and full throttle were applied against the brake to offset the decreasing gradient towards the bottom.

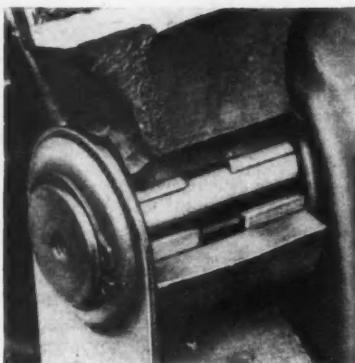
Because of the curtsying effect when braking, it was not possible to take a Tapley reading during the "crash" stop that followed, as the meter consistently recorded over 100 per cent. However, the brakes showed no excessive fade.

A puzzling occurrence during the test was the disintegration of the outer universal joint on the off-side rear drive shaft.

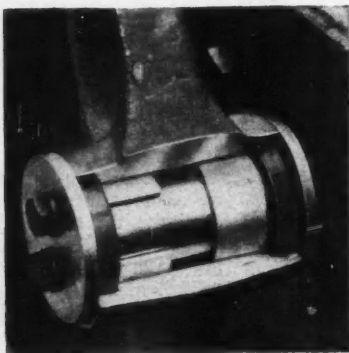
This happened on the motorway after I had done about 50 miles of sustained running at speeds up to 55 m.p.h. It must, I think, have been damaged originally during the cross-country tests, because Hardy-Spicer have as yet been unable to diagnose a fault in material.

Generally, the Gipsy is pleasant to drive. Engine and transmission are quiet, whilst the exhaust is now less audible. The pedals, particularly that for the 9-in.-diameter clutch, are heavier in action than is normal for a vehicle of this weight and this was liable to become tiring in dense traffic.

In all, the Series II Gipsy represents a substantial improvement on the original model for general use and should now establish itself in the specialized but wide market at which it is aimed. The standard vehicle with petrol engine cost £650. The price is £755 with the oil engine.



An anchor bolt bearing as fitted by Scania-Vabis to front and rear brakes. There are two Glacier DU bushings in the shoe with a grease space between them. The anchor bolt is chromium plated, and there are two O-ring seals. Lubrication by the heat-resistant grease applied during assembly is permanent.



A Scania-Vabis clutch-pedal bearing. Two Glacier DU bushings in the pedal have a grease space between them, and the bearing shaft is chromium plated. The two seal rings are of the sleeve type. As with the brake component depicted on the left, permanent lubrication is provided by chassis grease applied during assembly.

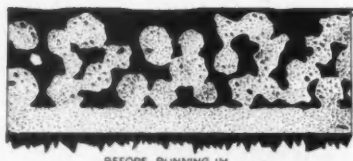
Bearings That Need No Maintenance

ALTHOUGH it will not emerge for some years, a completely maintenance-free commercial vehicle has been the aim of designers for many years. Lubrication is possibly the main factor concerned.

For some years self-lubricated bearings have been applied on a limited scale to the automotive field, but the lubricant-free bearing can offer great advantages over a conventional self-lubricated type.

A bearing devoid entirely of lubricant can be used where the presence of any conventional lubricant is undesirable, impracticable or unreliable, and where temperatures are either too high or too low for effective oils and greases. The Glacier DU is a completely dry bearing

(Right) A Scania-Vabis king-pin thrust bearing layout with a Glacier DU washer on a self-levelling device in the lower cover. A matching washer of hardened steel is pressed in the king-pin end. Grease is applied every 1,300 miles.



BEFORE RUNNING IN



AFTER RUNNING IN

OVERLAY
IMPREGNATED
INTERLAYER
STEEL BACKING

(Left) This diagram shows how the overlay coating of p.t.f.e.-lead mixture disappears during running-in.

thermal expansion associated with low thermal conductivity. It is also costly.

In the Glacier application these disadvantages are overcome by mixing the p.t.f.e. with a fine lead powder and forcing the mixture into a porous tin-bronze layer. This is laid on a tin-plated steel backing strip. On top of the impregnated bronze interlayer an overlay coating of p.t.f.e.-lead mixture is applied.

This overlay gradually disappears, because, when the bearing is used, the surface film of the p.t.f.e. mixture becomes attenuated and momentarily the bronze particles rub against the metal of the rotating or oscillating item being carried by the bearing. The heat generated causes the p.t.f.e. mixture to expand and extrude from the porous interlayer, immediately smearing over and healing the bearing surface.

making use of polytetrafluoroethylene, and is derived from an earlier type of bearing developed in 1954, by the Glacier Metal Co., Ltd., Alpertown, Middx.

Polytetrafluoroethylene is a fluorocarbon plastic with a unique combination of properties which include a low coefficient of friction, wide service temperature range, chemical inertness, and immunity to solvents and water. On the other hand, it has poor mechanical strength and high

c22

Progress Towards the Vehicle that Will Run Without Attention: Advantages of P.T.F.E.-coated Components

At low speeds and heavy loadings (up to 18 tons per sq. in.) the coefficient of friction of a DU bearing is at a minimum and the coefficient rises only slightly with an increase in speed or a reduction in loading. The minimum coefficient value ranges from 0.05 to 0.10, whilst the normal coefficient lies between 0.10 and 0.16. This is particularly important for steering connections, where the loading is highest at low rotational speeds.

Any bearing, even when lightly loaded, generates a certain amount of heat, and if there is no lubricant flow most of this heat must be conducted away from the bearing surface. Normal plain plastics materials are suitable for only lightly loaded bearings, because of their poor heat conductivity.

Similarly, the heat generated causes the bearing material itself to expand and it is when this expansion is substantially greater than that of the bearing housing—as is the case with plain plastics materials—that the bore of the bearing will close in on the shaft and seizure results.

Interference Fit Maintained

The DU bearing, however, has the thermal conductivity of an oil-impregnated bearing, or about 60 per cent. that of solid bronze. The thermal-expansion coefficient lies midway between that of steel or cast iron and aluminium or bronze, so that journal bearings will not lose interference fit in any normal type of housing.

It is claimed that a DU bearing can be used satisfactorily at all temperatures between minus 200° C. and plus 280° C. and that the performance varies little over this range. Rapid fluctuations of temperature have no effect on it.

The bearing is also generally more tolerant of dirt-laden atmospheres than are oil- or grease-lubricated units and can operate satisfactorily when exposed to

abrasive d
advisable
the bearing

In addi
normal lub
corrosion t
Because th
cant in a
be suscept
ected. Th
a conventi
in conjunc
to resist c
cases lubri
mance ma
from the b

Protective

To guar
roundings
ing are ti
exposed t
these parts
attack by c
corrosion-
bearings, l
pumps and
petrol, pa
vents with
protective

For nor
a substan
design lim
mended fo
strength c
is a minim
loads app
imposed if

Althoug
produced
was know
for only li
ful DU ty
by comm
The large
who empl
washers i
rear brake
anchor-bo
lever and

In Brita
in the k
buses. Al
Cars, Ltd.
pin asse
Vehicles,
for brake
Ltd., use
cross-sha
in accel

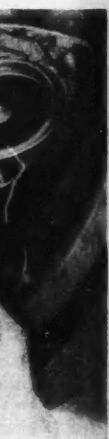
Both C
Vehicles
bushes an
and furth
Guy acc
and clut
Motors, l

DU bu
up to 2
of their
0.091 in.
Strips 4
to 0.091
In all cas
Imperial
the trade

The Vehicle out Atten- P.T.F.E.- ments

loadings (up
coefficient of
at a minimum
slightly with
reduction in
efficient value
), whilst the
green 0.10 and
important for
the loading is
reds.

lightly loaded,
of heat, and
most of this
way from the
plain plastics
only lightly
of their poor



ted causes the
pand and it is
substantially
ing housing—
istics materials
ing will close
results.

intained

ever, has the
n oil-impreg-
per cent. that
nal-expansion
ween that of
luminium or
rings will not
ormal type of

earing can be
temperatures
plus 280° C.
ries little over
ns of tempera-

generally more
ospheres than
units and can
n exposed to

abrasive dusts. Nevertheless, sealing is advisable to guard against jamming of the bearing.

In addition to reducing friction, a normal lubricant helps to protect from corrosion the item carried in the bearing. Because there is no conventional lubricant in a DU bearing, a steel item would be susceptible to corrosion unless protected. There is no reason, however, why a conventional lubricant cannot be used in conjunction with a DU bearing purely to resist corrosion. Indeed, in certain cases lubricant can improve the performance materially by carrying heat away from the bearing surface.

Protection Against Corrosion

To guard against mildly corrosive surroundings the back and edges of the bearing are tin-plated, but if liable to be exposed to seriously corrosive liquids these parts may be further protected from attack by electroplating with lead or other corrosion-resistant metals. Standard DU bearings, however, are suitable for use in pumps and metering devices dealing with petrol, paraffin and other industrial solvents without the need for additional protective treatment.

For normal applications where there is a substantial degree of movement, a design limit of 4 tons per sq. in. is recommended for a DU bearing, but the yield strength of the bearing in compression is a minimum of 20 tons per sq. in., and loads approaching this figure can be imposed if there is little movement.

Although it is six years since Glacier produced their first dry bearing—which was known as the DP and was suitable for only light loadings—the more successful DU type is only slowly being adopted by commercial-vehicle manufacturers. The largest users are A.B. Scania-Vabis, who employ DU bearings for the thrust washers in king-pin assemblies, front and rear brake-camshaft bearings, brake-shoe anchor-bolt bushes, and various control-lever and pedal bushes.

Well-known Users

In Britain, A.E.C., Ltd., fit DU bearings in the king-pins of their Bridgemaster buses. Albion Motors, Ltd., and Commer Cars, Ltd., use DU thrust washers in king-pin assemblies. Bristol Commercial Vehicles, Ltd., employ bushes of this type for brake-shoe anchor pins. Dennis Bros., Ltd., use them on brake- and clutch-pedal cross-shafts and Fodens, Ltd., fit them in accelerator linkages.

Both Guy Motors, Ltd., and Transport Vehicles (Daimler), Ltd., employ DU bushes and thrust washers for king-pins and further bushes are incorporated in Guy accelerator linkages and the brake- and clutch-pedal assemblies. Leyland Motors, Ltd., fit such bushes to the levers of their centrifugal clutch.

DU bushes are available in bore sizes up to 2 in. diameter and thrust washers are offered in thicknesses of up to 0.091 in. and outside diameters of 3½ in. Strips 4 in. wide and 18 in. long of up to 0.091 in. thickness are also available. In all cases the p.t.f.e. used is supplied by Imperial Chemical Industries, Ltd., under the trade name Fluon.

New Equipment and Publications

Sack or Bale Loader

FOR £100 H. C. Pope, Ltd., 8 Elm Street, Northampton, offer complete sack-loading equipment for attachment to a vehicle. The gear consists of a gearbox power take-off, a hydraulic ram with a relief valve and connecting hoses, a single loading arm and a sack cradle.

The ram power unit is mounted beneath the rear of the vehicle and the box-section adjustable lifting arm is hooked to it. The arm is light and can be handled easily when it is detached from the power unit whilst the cradle can accommodate all types of sack, including paper ones. An optional extension for the standard arm permits bales to be lifted to 11 ft. 6 in.

No Driver

WORM-DRIVE hose clips which do not require the application of a screw driver to tighten them are manufactured by the Elms Garage (Birmingham), Ltd., Rednal Road, West Heath, Birmingham, 31. A wing plate is



The Lightning wing-screw hose clip can be secured without using a screwdriver. It is finished in cadmium plate.

fitted in place of the usual slotted head on the worm. Thus, the clip can be tightened by hand alone.

The Lightning wing-screw clips, as they are known, are finished in cadmium plate. In gross lots ½-in.-1-in. and 1-in.-1½-in. sizes cost £4 16s. whilst 1½-in.-2½-in. clips are priced at £5 14s.

Welding Wiles

BY following the instructions given in "Practical Welding Repairs" by C. G. Bainbridge, it would be quite feasible for the beginner to teach himself all the commonly used welding techniques. But the book is likely to be more appreciated by the experienced welder who will find it an invaluable reference for repair welding on castings and sheet metal or the rebuilding of worn components.

Numerous tables and illustrations augment the text whilst, in addition to the chapters on welding

Paper sacks as well as other types can be handled by this loading gear produced by H. C. Pope, Ltd. The components of the equipment, including a gearbox power take-off, cost £100. It can be adapted to lift bales to a height of 11 ft. 6 in.

This Fram paper-element petrol filter is manufactured in this country and is distributed by Stenor, Ltd. It has a nylon case, costs 17s. 6d. and is offered in types to fit most fuel lines.



techniques and metal properties, sections are devoted to miscellaneous repairs, the care of equipment and safety. The 128-page book is published in hard covers by Temple Press Limited, Bowling Green Lane, London, E.C.1, at 15s. or 15s. 9d. by post.

Clean Petrol

A PAPER-ELEMENT petrol filter which will remove water and dirt down to a few microns in size is being distributed by Stenor, Ltd., Kew Foot Road, Richmond, Surrey. The filter, which has a nylon case, is manufactured in this country by Simmonds Aerocessories, Ltd., under licence from the Fram Corporation of America.

The Fram In-line filter, as it is known, costs 17s. 6d. and is available in sizes to fit fuel lines of ¼ in., ⅜ in. and ½ in. outside diameter.



Two Views on the Transport "Crisis"

TWO booklets each entitled "Britain's Transport Crisis" have been issued at 1s. by the Road and Rail Association, 5 Carlos Place, London, W.1. One, subtitled "A Conservative's View," is by Mr. Geoffrey Wilson, M.P., and the other, "A Socialist's View," by Mr. Ernest Davies.

Curiously enough, it is Mr. Davies' script that reads less like a political broadsheet and is, in the reviewer's opinion, the more thoughtful and considered of the two. The difference in outlook between the two authors is perhaps not one of politics but of standpoint.

Mr. Wilson is avowedly empirical in his approach to the transport "crisis" (surely a slight over-statement?), whereas Mr. Davies takes a more detached all-embracing view. An empiricist, judging each case on its own merits, tends to ignore the whole subject of which any problem is a part. Thus he may make decisions which someone taking a broader view would reject.

A person taking a broader view, on the other hand, is led to conclusions on individual aspects of his subject which are unacceptable to the empiricist. This is well illustrated by a comparison of the two texts.

The most striking of Mr. Davies' proposals is for the licensing of ancillary users in the same way as hauliers, although he would exempt much C-licence traffic hardly competitive with professional carriers and the railways.

Similar Footing

The object of this would be to put all goods haulage on a similar footing so that the total amount of operation would be better related to need. "It would therefore contribute towards reduction of the wasteful excess facilities and also bring benefit to the railways," says Mr. Davies.

This is certainly a suggestion unacceptable to an empiricist. It may be labelled "Socialist," but this would not be wholly correct, for support for it could undoubtedly be gained from many hauliers by no means of this sympathy. Mr. Wilson, one gathers, would oppose it, for he endorses the freedom that the C-licence enjoys.

"The choice of transport, like the choice of a wife," he says, "depends not only on an infinite variety of special circumstances but also on individual taste." Nevertheless he recognizes the conflict between professional and ancillary operators when he deals with the question of whether the railways' track costs should be borne by the State.

The difference in decisions which may be arrived at from the two standpoints is also shown on the subject of uneconomic rural bus services. Mr. Davies states: "Other things being equal, the larger the area of operation the better the opportunity for cross-subsidization, and, with the development of motorization and changes in travelling habits, many of the present operators now operate within too small an area."

c24

Booklets by Mr. G. Wilson and Mr. E. Davies Differ Not So Much Politically as in Standpoints from Which Their Subject is Viewed

"Organization on a regional basis would probably contribute to the solution of the problem, but the larger the area and the longer the routes, the more desirable it is that there be co-ordination with the railways," he adds. In other words, he is harking back to the area schemes proposed by the first post-war Labour Government.

Mr. Wilson's suggested cure for the decline in rural transport services seems to be the grant of subsidies for the maintenance of non-paying routes, both road and rail. Actually, it is a little difficult to pick out from his booklet the concrete proposals he affirms. His text is more oratorical than academic in that a cursory reading casts a spell but closer examination for hard facts disappoints.

Mr. Davies is more literary (his reference to "a palimpsest" sends one hunting for the dictionary) yet more down to earth. Many will welcome his statement that "solutions [of the transport problem] based on political doctrine have failed," and at least on this point he is at one with Mr. Wilson, whose theme throughout is that neither full-scale direction of transport nor "half measures of integration" are acceptable.

"We should build," he says, "as many roads as we can afford, while encouraging the railways to relieve the traffic on them as much as possible by efficient competition and, in so far as uneconomical

public services are deemed to be necessary in the national interest, both by railway or road, we must be prepared to pay for them as taxpayers."

He adds: "It is by such direct *ad hoc* means, rather than by any complicated system of nationalization and controls, that we are most likely to overcome our difficulties and develop our transport system." One is left with the suspicion that Mr. Wilson has failed to come to close grips with his subject, or that he is satisfied with things as they are.

Mr. Davies' other proposals include exemption from fuel tax for road passenger services, and priority for their needs in schemes for highway improvement and traffic control; reconstruction of the capital structure of the British Transport Commission involving the waiving of their deficits; and a change in the taxation system for goods vehicles so that heavy long-distance outfits paid more.

Global Plan

Any of these can be upheld or attacked, but probably only if each were considered in isolation, that is empirically. In Mr. Davies' broad purview they are valid propositions for argument and fit in as parts of a global plan, to use a fashionable phrase.

Whether his plan is desirable is another question, but one feels that in the end an empiricist, or an empirical Government, is forced by events into taking measures which have long been advocated by those who take the wider view. But to apply only parts of a comprehensive plan is probably as bad in the long run as to do nothing. Mr. Davies and Mr. Wilson are singing a duet. The song, "All or Nothing At All."

A.S.

Family Fined £135 on Multiple Charges

SIX charges against Messrs. W. D. Houston and Sons, Langdykes, by Leven, concerning excessive driving hours, failure to keep proper records, overloading and the use of lorries contrary to licence conditions, brought fines totalling £135 at Cupar Sheriff's Court, Fife, last week.

The charges, all admitted, were: That on February 4 and 16 two partners, John Wood Houston and Joseph J. Houston, each drove lorries for seven hours continuously; that proper records were not kept by Joseph Houston on 15 occasions between January 22 and March 9 and by John Houston on 23 occasions between January 15 and March 5; that overweight lorries were used on four occasions between January 15 and March 9; that B-licence conditions had been violated and that on four occasions a C-licensed lorry had been used for hire or reward.

Mr. J. C. L. Anderson, defending, stressed that the offences had been com-

mitted by partners in the firm and not by employees. There was no question of employees being forced to break the rules. The business consisted of Mrs. W. D. Houston and her four sons. The men were all in their twenties and ran two lorries.

He stated, in connection with the charges of excessive hours that the two partners had stopped for meals, but had not recorded the halt in the log books.

Of the overweight charges he said that three loads of sugar beet had been taken on in wet weather. It had been impossible to weigh the beet in the fields when it was loaded. The other charge involved lime, but the driver was in a hurry and had not checked the weight.

The charges of using lorries contrary to licence conditions arose out of a vehicle lying idle and the concern being persuaded to use it to help out another contractor who was short of transport.

JUST v
getting
inciden
the form
Improven
sink in,
proportion
What road
never com
ments, wi
and cannot

The po
one politi
Act, 1960
traffic are
include
vehicles.

1956. A
that wou
premises
proviso
unloading
access, re

The se
the comp
boxes on
delivery
access if
consecuti
one that
eliminati
now be a
and unlo
convenie

This so
rushed in
it is said
so unmi
contemp
convinced
before, c
why it sh
never be

On the
than the
must be
the pres
the auth
Lord De
in a for
power to
preserve
Act, 196
satisfact
amended
should r

The C
The offi
Chesham
help put
is a dis
six hou

Political Commentary

By JANUS

PARTHIAN SHOT

JUST when the road transport industry looked like getting through the Parliamentary session without incident, the House of Lords fired a Parthian shot in the form of an amendment to the Road Traffic and Roads Improvement Bill. It took a day or so for the blow to sink in, and the outcry that followed may be out of proportion to the significance of the change in the law. What road operators felt was confirmation of the suspicion, never completely lulled during the session, that all governments, when it comes to the point, are hostile to them and cannot be trusted.

The point of law involved marks the spot of more than one political battlefield. Section 26 of the Road Traffic Act, 1960, empowers local authorities outside the London traffic area to make traffic regulation orders, which may include restrictions on the loading and unloading of vehicles. The provision goes back to the Road Traffic Act, 1956. A valuable safeguard forbids the making of orders that would prevent reasonable access for vehicles to premises situated on the roads concerned. There is a proviso to this proviso. A restriction on the loading or unloading of goods will not be regarded as preventing access, reasonable or otherwise.

The second proviso has yet another on its back, so that the complete Section 26 is rather like a series of Chinese boxes one inside the other. The ban on collection and delivery may in fact be regarded as preventing reasonable access if it occupies a total of more than six hours in any consecutive period of 24 hours. This final proviso is the one that Lord Lucas of Chilworth marked down for elimination. In theory, therefore, local authorities will now be able to enforce a continuous restriction on loading and unloading, with no consideration whatever for the convenience of shopkeepers and other residents.

This seems so heartless that the official spokesmen have rushed in with the usual reassurances. No local authority, it is said soothingly, would be so harsh or so foolish or so unmindful of the interests of ratepayers as even to contemplate a continuous ban. The argument does not convince the road operator. He has perhaps heard it before, or something much like it, and he naturally asks why it should be thought necessary to pass a law that will never be anything else than a dead letter.

Reasonably Free Hand

On the whole, although he likes restrictions no more than the next person, the road operator agrees that there must be some of them with the road system as it is at the present time. He also sees the desirability of allowing the authorities a reasonably free hand. He may agree with Lord Derwent that the ideal legislation would be embodied in a form of words that gave the local authorities the power that Parliament wanted them to have but also preserved reasonable right of access. The Road Traffic Act, 1960, appeared to do this, even if not entirely to the satisfaction of the House of Lords. If the law must be amended, the road operator is anxious that the principle should not be destroyed.

The Government are not impervious to this argument. The official solution of the problem, first set out by Lord Chesham, is a change in the procedure regulations that help put the Road Traffic Acts into effect. Wherever there is a dispute about a loading ban taking up more than six hours out of the 24, it is suggested that the Minister

of Transport should have a report of the local inquiry at least a month before the appropriate order is made. Although the Minister can bring his powers of persuasion to bear on a local authority if he thinks it is acting unreasonably, there is apparently no direct provision for an appeal to him. He has power, however, in certain circumstances to amend or revoke an order once the local authority has made it, and he may use the power to reduce an inordinate time limit set upon a ban.

More complicated proposals even than this have been known to work out in practice. It still seems a clumsy procedure that apparently makes decisive action by the Minister possible only when the intention he deprecates has been put into effect. The road transport interests find the circumstances exhausting enough as they are. Whenever a restriction is proposed on loading and unloading, the road transport organizations—notably the Traders' Road Transport Association and the Road Haulage Association—usually with the support of local bodies of traders, must carry out the lengthy task of lodging objections and mobilizing the opposition.

Regardless of Dogma

What has happened with the latest traffic legislation is to road transport operators a typical illustration of standard Government practice regardless of party dogma. Parliamentary rise this week after nearly a year since the General Election. When they began their period of office there were high hopes, especially among the carriers of goods. An increased Conservative majority faced a disunited Labour Party, and for this state of affairs the contrasted attitude of the two parties towards the transport industry was undoubtedly partly responsible. Hauliers in particular may have believed, without putting the idea into precise words, that there was now an opportunity for removing some of their grievances.

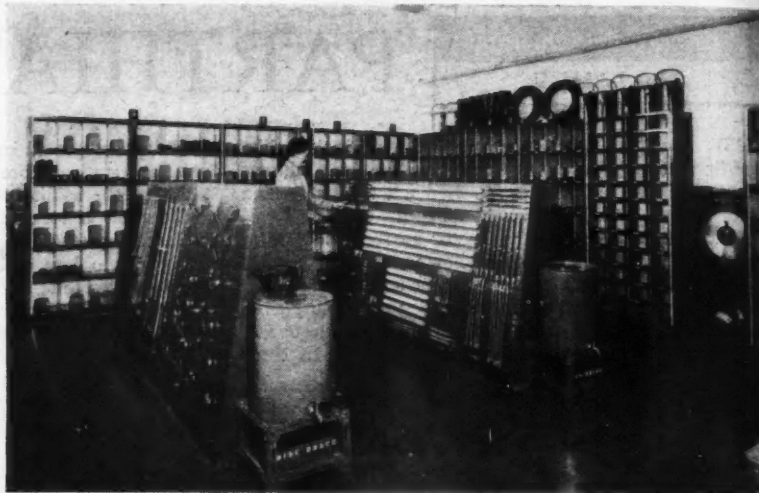
The political situation is still much the same as it was just after the election, and the road transport industry equally has no progress to show. There has been no relief from taxation. Even the road programme appears, at least to the outside observer, to be slowing down. This may not be true. In road building, especially in Britain, there are so many stages between the dream and the reality that it is difficult to assess the situation at any one time.

On none of the many matters such as licensing that hauliers discuss with such assiduity are the Government prepared to offer advice or consolation, or even to show curiosity. The troubles of the railways are discussed interminably in Parliament and by special bodies set up for the purpose, but because road transport operators contrive to remain in business without making a loss, their complaints are not thought worth too much attention. The Government show more enthusiasm for restrictions, such as those recently proposed for the carriage of abnormal and indivisible loads exceeding a stated width or length, or such as the widening of the opportunities for local authorities to ban loading and unloading.

All this is an indication of the lines along which the minds of some road transport operators are working. It may not be an accurate reflection of Government policy or thinking. It is unfortunate, and not altogether the fault of the Government, that the move to enlarge the powers of local authorities should have come just before Parliamentary rose, so that this is the point road operators are most likely to carry with them on their holidays.

Planning for Profit

The Birmingham and Midland Motor Omnibus Co., Ltd., have opened a new garage for 70 buses at Newtown Road, Nuneaton. The building is of brick and steel construction and embodies a simple trussed-steel roof with a span of 105 ft. The accompanying view is of the well-laid-out engineering stores.



Availability Versus COST

I REFERRED last week to some of the problems which could arise when staff cars were maintained and operated alongside a commercial fleet. Having already provided a maintenance depot for an ancillary fleet, it would appear logical and economic to use existing equipment for the maintenance of executives' and representatives' cars. In this event, it is imperative that the respective responsibility and authority of both the users of the vehicles and those in charge of maintenance are clearly defined. Otherwise, routine preventive maintenance schemes which had worked well before the acquisition of staff cars could be seriously disrupted, to the ultimate detriment of the goods fleet.

Maximum availability for service is obviously a desirable objective, whether a vehicle is used for commercial or private purposes. In the latter case, however, the problems confronting those responsible for maintenance are aggravated by the fact that in the majority of cases staff cars would not be available during the greater part of the day and, in addition, would probably be taken home in the evenings and at week-ends. Many national companies, therefore, consider that, in the provision of a staff-car fleet, the best compromise between a high standard of availability and reasonable cost is obtained by frequent replacement of vehicles.

By limiting this period to a year, for example, only routine service should be required. Additional advantages would be that, unless annual mileages were exceptionally high, no expenditure would normally be incurred on tyres, whilst since the war there has been a ready sale for low-mileage used cars. The possibility of breakdowns should also be reduced to a minimum.

Average Price

Now let me examine the operating costs of 1,000 c.c., 1,750 c.c., 2,500 c.c. and 4,000 c.c. cars that are replaced every year. It is assumed that the average price for the smallest car would be around £640. With an annual licence duty of £12 10s., the first item of standing cost would amount to 5s. per week, calculated on the basis of a 50-week year. Rent and rates in respect of garaging are arbitrarily assessed at 6s. 8d. per week, although I appreciate that there could not only be wide fluctuations in this amount but there may be instances where no such cost is incurred.

In addition to recent increases in motor insurance, there has also been a closer scrutiny of individual accident records, with the result that there can be substantial variations in the amount of premium paid on cars engaged in apparently similar work. Allowing for 50 per cent. excess in respect of commercial travelling, the annual insurance premium on the 1,000 c.c. car is reckoned at £40 17s., or 16s. 5d. per week. Incidentally, it

Operation of Staff-car Fleets Necessitates Renewal Policies and Costing Methods Adapted to Particular Needs: Detailed Expenses of Four Types of Vehicle

is assumed that representatives' cars would be employed substantially in city areas and so incur correspondingly high insurance rates.

Because of annual replacement, a different procedure from that normally used in this series of articles and in "The Commercial Motor" Tables of Operating Costs" will be adopted in calculating depreciation. The cost of the initial set of tyres will not, on this occasion, be deducted from the price of the vehicle to arrive at the amount to be written off.

Allowing for a drop of 12 per cent. in resale price, the balance to be written off would be £76. This would be the equivalent of 30s. 5d. per week, as this item will now be reckoned as a standing cost, irrespective of the mileage operated. The total of these four items of standing costs is £3 6s. 1d.

Tyre Damage

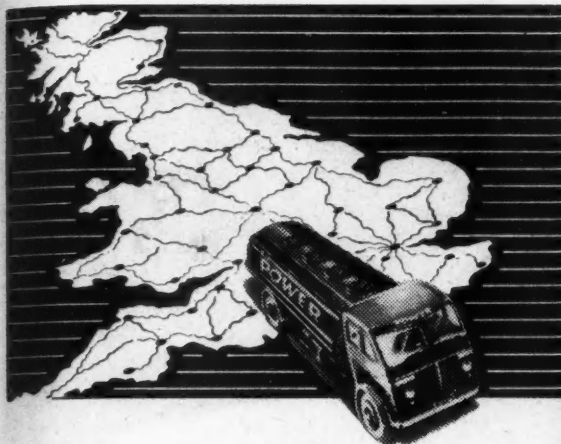
With fuel purchased at 4s. 7½d. per gallon and an average rate of consumption of 36 m.p.g., the fuel cost per mile would be 1.53d. Lubricants are reckoned to add 0.08d. Although no expenditure on the replacement of tyres will be necessary, it would be prudent to make some provision for accidental damage. This will be reckoned at 0.15d. per mile, representing the cost of one cover.

As with tyres, the item of maintenance will be substantially reduced in cost as a result of the policy of annual replacement. It will be calculated at 0.77d. per mile. This figure is obtained by averaging the cost of the manufacturers' servicing schemes over the 12 months. The total of these four items of running cost thus becomes 2.53d. per mile, or exactly 1d. if the cost of fuel is excluded.

Adding standing and running costs produces operating costs per mile (assuming that the car was not driven by a chauffeur) of 10.46d. at 100 miles per week, 6.50d. at 200 miles, 5.17d. at 300 miles and 4.51d. at 400 miles per week. Excluding fuel costs, the corresponding figures would be 8.93d., 4.97d., 3.64d. and 2.98d. per mile.

The 1,750 c.c. car is assumed to cost about £780. Licence duty remains at 5s. per week, but a nominal increase in rent and rates to 7s. 2d. per week will be made. Insurance costs

(Continued on page 871)



**for every
journey...**

**throughout
Britain**



**there's a
POWER supply**

**for all your
fuel needs**



THE POWER PETROLEUM CO LTD • Depots throughout the Country • Agency Pumps in all areas

c27



The secret of bigger payloads lower maintenance costs – greater safety

There's only one way to prove the worth of a trailer axle—and that's by watching it work with big payloads over millions of tortuous, destructive miles. And by this test the trailer axles made by Rubery Owen have proved how good they are to transport operators here in Great Britain, on the Continent and the long grinding hauls of North America.

Rubery Owen are pioneers of light weight with strength. Their tubular beam axles have made other methods

of weight saving seem obsolete—and they have achieved this without any loss in strength or quality. Maintenance costs, too, are low. Over the miles Rubery Owen axles have set new standards for low maintenance, maximum safety and bigger payloads. They incorporate the finest quality materials, precision workmanship and the most advanced design.

So when you are ordering new trailers make sure you get lightweight, rugged axles made by Rubery Owen.

He's a Happy Man

Happy, because his trailers are carrying bigger loads, causing him less trouble, operating safely.

Happy because he was wise enough to make sure his trailers were fitted with Rubery Owen tubular beam axles. Light, strong, dependable.



RUBERY OWEN
TRAILER EQUIPMENT DEPT.
Rubery Owen & Co. Ltd., P.O.
Box 10, Darlaston, Staffs.

This car tran
six Triumph
the Burtonw
Garden Cit
forward-com
folding

£1 3s. 3d.
are corres
Depreciat
a loss of
resale, res
£2 5s. 2d.
car is drive

With a
m.p.g., fuel
cants are r
the allowa
Maintenance
to this size
a total run
Total o
follows: 10
miles, 6.59
being incl
4.75d. and
Standing
rent and r
and deprec
age initial
year of 17

Fuel co
a cost per
mile is re
running co

Total o
at 100 mil
and 7.71d.
amounts v

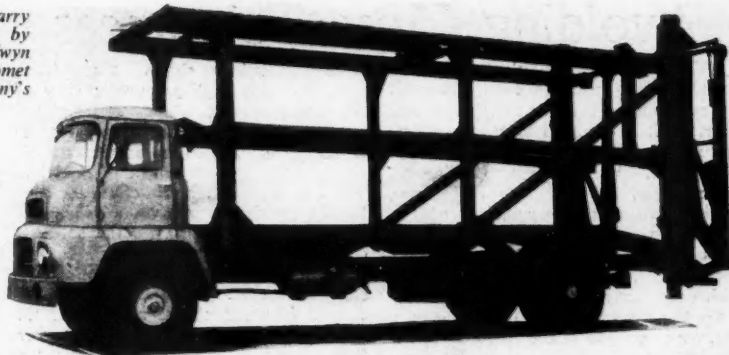
The lar
the 4,000
chauffeur,
wages. S
Licences,

E

ADDIT
opme
other pe
introduce
Ltd., at t
ment at
which w
The depa
Vauxhall
early this
One of
instrumen
Feltham
This inst
with sp
elements
deposits.
sively to
British R
motives.

Metalli
can be d
previous
which co
to wear,

This car transporter has three decks and can carry six Triumph TR3 sports cars. It was built by the Burtonwood Engineering Co., Ltd., Welwyn Garden City, Herts, upon a Leyland Comet forward-control chassis, and features the company's folding elevating equipment at the rear.



£1 3s. 3d. per week, and interest charges are correspondingly increased to 9s. 5d. Depreciation is calculated as before, but a loss of 14.5 per cent. is allowed on resale, resulting in a cost per week of £2 5s. 2d. Total standing costs when the car is driven by the user are £4 10s.

With a rate of consumption of 30 m.p.g., fuel cost per mile is 1.84d. Lubricants are reckoned to add 0.12d., whilst the allowance for accidental tyre damage is increased to 0.17d. Maintenance, based on the slightly higher charge applicable to this size of car, is estimated to cost 0.86d. per mile, giving a total running cost of 2.99d. per mile, or 1.15d. without fuel.

Total operating costs per mile, inclusive of fuel, are as follows: 100 miles per week, 13.79d.; 200 miles, 8.39d.; 300 miles, 6.59d., and 400 miles, 5.69d. Without the cost of fuel being included, the corresponding figures are 11.59d., 6.55d., 4.75d. and 3.85d. per mile.

Standing costs per week of the 2½-litre car are: Licences, 5s., rent and rates, 7s. 8d., insurance, £1 6s. 10d., interest, 14s. 6d., and depreciation, £4 2s. Depreciation is calculated on an average initial price of £1,210 and a loss in value over the first year of 17 per cent.

Total Running Costs

Fuel consumption is reckoned at a rate of 24 m.p.g., giving a cost per mile of 2.30d. Lubricants add 0.16d. Tyre cost per mile is reckoned to be 0.21d. and maintenance 0.96d. Total running costs per mile are 3.63d., or 1.33d. without fuel.

Total operating costs per mile, inclusive of fuel, are 19.95d. at 100 miles per week, 11.79d. at 200 miles, 9.07d. at 300 miles and 7.71d. at 400 miles. Excluding fuel costs, the corresponding amounts would be 17.65d., 9.49d., 6.77d. and 5.41d.

The largest of the four cars is nominally reckoned to be in the 4,000 c.c. category, and, because it may be driven by a chauffeur, operating costs will be given with and without driver's wages. Standing costs per week will be reckoned as follows: Licences, 5s.; wages (where applicable), £10 8s. 9d.; rent and

rates, 8s. 2d.; insurance, £2; interest, £1 8s.; and depreciation, £9 2s. 10d. The purchase price is assumed to be £2,340, and, because of the limited resale market, the loss on disposal after a year is increased to 19.5 per cent. Total standing costs per week, when a chauffeur is employed, are £23 12s. 9d., or £13 4s. if there is no paid driver.

Fuel Costs 3.07d. a Mile

Average fuel consumption is estimated at 18 m.p.g., with a resulting fuel cost per mile of 3.07d. Lubricants are reckoned at 0.24d. per mile, whilst provision for accidental tyre damage becomes 0.30d. Similarly, maintenance over the first 12 months is calculated to cost 1.05d. per mile. This gives a total running cost per mile, inclusive of fuel, of 4.66d., or 1.59d. without that item.

When a chauffeur is employed it would be reasonable to assume that average weekly mileages would be higher than otherwise. Total operating costs, inclusive of the cost of driver's wages, are, therefore, calculated in variations of 200 miles. At 200 miles a week the figure would be 33.03d., decreasing to 18.84d. at 400 miles, 14.12d. at 600 miles and 11.75d. at 800 miles.

When the vehicle is self-driven, total operating costs per mile at 100 miles per week would be 36.34d., 20.50d. at 200 miles, 15.22d. at 300 miles and 12.58d. at 400 miles. Without the addition of fuel costs, corresponding figures would be 33.27d., 17.43d., 12.15d. and 9.51d. per mile. It is emphasized that these costs have been estimated on the assumption that maximum availability is a prime objective. S.B.

Esso Predict Component Failure by Lubricant Analysis

ADDITIONAL facilities for the development of fuels, lubricating oils and other petroleum products have been introduced by the Esso Petroleum Co., Ltd., at their new technical sales department at Faggs Road, Feltham, Middx., which was officially opened last week. The department was located formerly at Vauxhall, London, and moved to Feltham early this year.

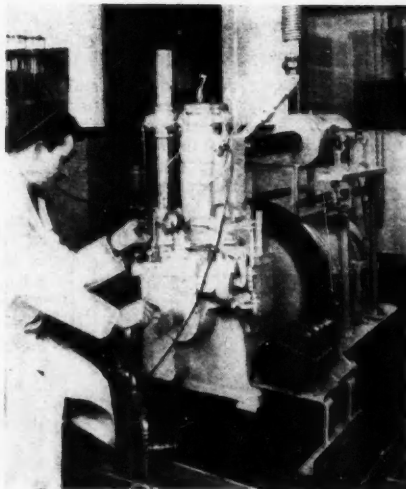
One of the most impressive diagnostic instruments in the laboratories at Feltham is a direct-reading spectrograph. This instrument detects and determines with speed and accuracy metallic elements in sludges, oils and combustion deposits. It has been employed extensively to analyse used lubricant from British Railways' new oil-engined locomotives.

Metallic particles resulting from wear can be detected, and by comparison with previous analyses, it is possible to deduce which components are particularly subject to wear, and thus predict possible failures.

For development work on petroleum fuels, the department use variable-compression single-cylindered test engines, whilst development and lubrication-oil trials are carried out on single-cylindered Caterpillar and Petter engines. At present 11 engines are installed in the test cells, but 16 will be the full complement.

The laboratories are primarily concerned with the development of new or special products to meet specific needs. To this end they conduct continuous laboratory and field trials, in co-operation both with the main Esso research centre at Abingdon, and the refineries.

This single-cylindered Caterpillar engine is being used to determine the cetane number of a diesel fuel by the ignition-delay method. This type of engine is used also for lubricating oil trials.



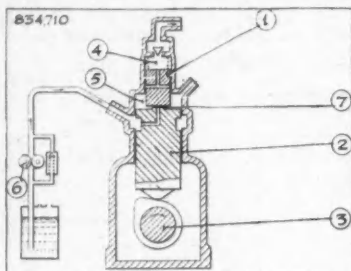
Avoiding Close Tolerances

PATENT No. 834,710 shows an injection pump in which close tolerances are not required between the plunger and barrel. It is designed to reduce manufacturing cost. (The S.U. Carburetter Co., Ltd., Wood Lane, Erdington, Birmingham, 24.)

The drawing shows sufficient of the proposed pump to illustrate the sealing principle. Two separate plungers are used, a small one (1) and a larger one (2) which receives the thrust of the cam (3).

On the downstroke of the plungers a vacuum is created in the pumping space (4) and in an annular space (5). As soon as the plungers reach the region supplied by the feed-pump (6) both spaces fill with fuel.

On the upstroke, the lower plunger pushes the upper one by mechanical contact at first. As soon as the spill ports are closed, the upper plunger is hydraulically propelled and tends to move ahead of the lower one because

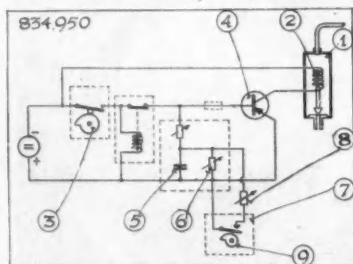


of the difference in their diameters. This action opens a spill clearance (7) so that the actual effect is to maintain a constant pressure in the lower space which is slightly greater than the injection pressure on the top plunger.

Fuel leakage cannot occur for the simple reason that the pressure under the plunger is higher than that above it. Leakage from the lower fuel belt does not matter because it is unmetred. The patent describes also a quantity control device and a rotary distributor. These are separate units, but they employ the same principle to prevent leakage.

ELECTRIC INJECTION

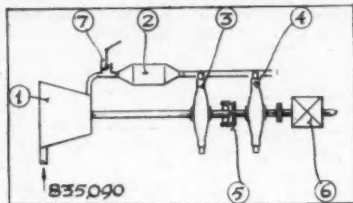
A FUEL injector that is opened and shut electrically is shown in patent No. 834,950. The injector is simply an on-off valve fed with fuel under pressure. (Robert Bosch G.m.b.H., 4 Breitscheidstrasse, Stuttgart-W, Germany.)



c30

The drawing shows the circuit employed and a diagrammatic view of the injector (1). The spring-closed needle-valve opens when a solenoid (2) is energized. An engine-driven cam (3) controls the commencement of injection. This occurs when the cam closes the contacts and triggers off, via a relay, the transistor (4) which passes the solenoid current.

Duration of injection is determined by electrical means. When the contacts are closed, they also charge a capacitor (5) which maintains the control current after the contacts have re-opened. Thus, the timing is dependent on the charge in the capacitor, and this can be adjusted by a variable leak resistor (6).



The unit shown at 7 is optional and consists of a parallel resistor (8) which is switched in and out by another engine-driven cam (9). This acts as a governor, reducing the fuel supply as the engine speed rises.

CENTRIFUGAL AIR CLEANER

A CENTRIFUGAL intake air cleaner is shown in patent No. 834,715. The unit described is robust and requires little servicing. (Vokes, Ltd., Henley Road, Guildford, Surrey.)

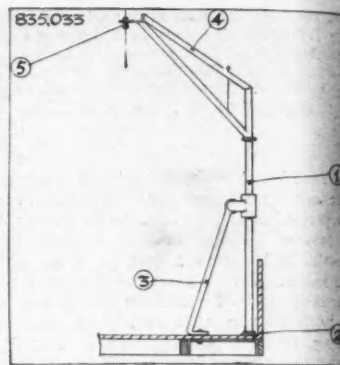
The drawing shows a section of the cleaner, which has a diameter of 1 ft. 2 in. and is 2 ft. long. Air enters through a number of wire-mesh covered apertures (1) and passes to the left to reach the annular spaces (2) between large and small concentric tubes. Each space contains a helically vaned cyclone (3) which spins the air and causes the dust to be thrown outwards.

The dust collects in the hopper (4) while the clean air passes back through the inner tubes to reach a space (5). This is joined to the pipe (6) which leads to the induction manifold. The dust hopper is quickly detachable.

SELF-LOADING JIB

PATENT No. 835,033 refers to vehicles fitted with bolsters above the cab to carry long loads such as poles and bars of metal. The subject of the patent is a jib for unloading such goods when no crane is available. (C. G. Chantrill and Partners, Ltd., National House, Moorgate, London, E.C.2, Gardiner, Sons and Co., Ltd., Nelson Street, Bristol, and V. Bullock.)

The drawing shows one side of the tubular bolster (1) which is located in a pair of cups (2) on the floor of the body. The bar is rein-



forced by braces (3) and transverse bracing.

The invention consists of a jib (4), the stem of which swivels inside the bore of the tube. A block and tackle can be attached to the hook (5) or a single pulley can be used in conjunction with a winch on the vehicle. When not in use, the jib is lifted out of the tube and a rubber plug is inserted.

GAS TURBINE BRAKING

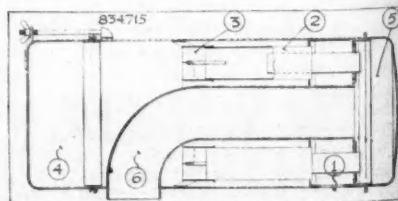
THE aim of patent No. 835,090 is to enable a road vehicle powered by a gas turbine to obtain braking effect from the power unit. (Daimler-Benz A.G., Stuttgart-Unterturkheim, Germany.)

The drawing shows the general layout of a gas turbine suitable for such an application. A compressor (1) feeds air to the multiple combustion chambers (2). The combustion products drive a turbine (3) which is connected to the compressor, and then pass to the main power turbine (4) whence they exhaust to atmosphere. A one-way clutch (5) permits the compressor to overrun the power turbine, and a gearbox (6) leads to the transmission system.

When braking is required, the pedal movement cuts off the fuel supply and then opens a port to atmosphere (7). When this is done, the speed of the compressor and its turbine drops rapidly until the one-way clutch comes into action, after which the road wheels drive both turbines and the compressor to absorb energy.

PLASTICS BEARING CAGES

PATENT No. 833,847 comes from A.B. Svenska Kullfabriken, Gothenburg, Sweden, and describes a ball-bearing cage that can be moulded in plastics material. To prevent distortion by centrifugal force, a channel-section steel reinforcement is incorporated.



ROOTES

for the Finest

Used Vans and Trucks

Below are selections from our comprehensive and ever changing stocks

15-CWT.	AUSTIN 1958 J.2 Van, Blue, extras, 24,000 miles. Seen London	£345
1-TON	COMMER 1960 Forward Control Special Bottle Float, Black and Pink, Unregistered, 1,500 miles only. Seen London	£695
8-10-TON	THAMES "TRADER" July 1959 6D Tractor, 8.25 x 20 12-ply tyres, with Carrimore Patent 5-car Transporter Semi-Trailer. Seen London	£2,475
—	BEDFORD 1959 Utilabrake, heater, excellent condition, painted Grey, 10,000 miles. Seen at Manchester	£425
7-TON	ALBION 1955 Chieftain Diesel, 18 ft. Flat, exceptional condition, excellent tyres. Seen at Manchester	£750
5-TON	AUSTIN 1948 Dropsider, good condition, suit coalman. Seen at Manchester	£125
10-TON	FORD TRADER 1958 Tractor Unit fitted with 6D power unit and B.T.C. 5th wheel coupling, 8.25 x 20 12-ply tyres. Could be easily converted into tipper. Seen at Birmingham	£860
7-TON	COMMER AVENGER Chassis Cab 1956, ideal for specified loads to take body over 21 ft. Seen at Birmingham	£550
8-TON	LEYLAND COMET 1954 long wheelbase, high-sided tipper, ideal for coal haulage. Seen at Birmingham	£650
15-CWT.	AUSTIN 1957 Omnicoach, conversion to caravan. Seen at Canterbury	£525
32-STR.	AUSTIN 1951 'Kenex' Luxury Coach, excellent condition throughout. Seen at Canterbury	£875
15-CWT.	BEDFORD 1958 Caravan, small mileage. Seen at Canterbury	£595
7-TON	B.M.C. Diesel late 1956 Dropside Truck, reconditioned engine. Seen at Maidstone	£595
7-CWT.	COMMER COB 1957 Van, Grey. Seen at Maidstone	£275
10-CWT.	AUSTIN A40 1956 Van, Green. Seen at Maidstone	£195
—	1959 COMMER Express Delivery Van, Antelope, one owner, good condition, wing mirrors. As seen at Rochester	£389
—	1957 MORRIS J.2 Pick-Up, Beige, one owner, good condition, 18,000 miles. As seen at Rochester	£355
—	1957 COMMER Express Delivery Van, Grey, one owner, first-class condition, 18,000 miles only. As seen at Rochester	£295

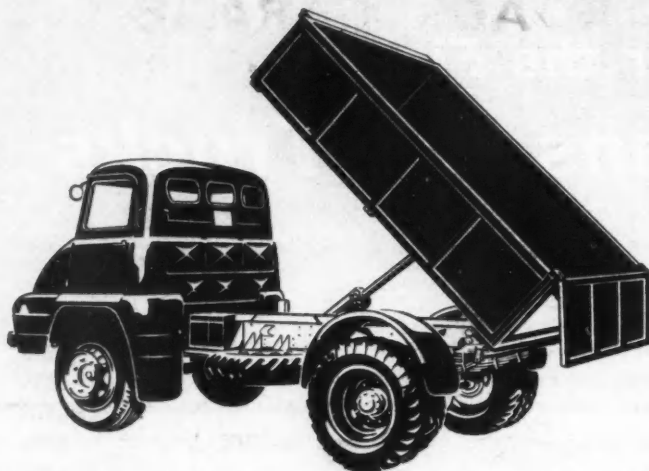
Visit or 'phone your nearest Rootes depot today

ROOTES	LONDON W.10Ladbroke Hall, Barlby Road • Tel: LAD 3232
ROOTES	MANCHESTER 15Olympia, Knott Mill • Tel: BLA 6677
ROOTES	BIRMINGHAM 10Coventry Road, Small Heath • Tel: VIC 4388
ROOTES	CANTERBURYThe Pavilion • Tel: 3232
ROOTES	MAIDSTONEMill Street • Tel: 3333
ROOTES	ROCHESTERHigh Street • Tel: Chatham 42231

...Better Deal at **ROOTES**

NORMAN REEVES (MOTORS) LTD.

MAIN FORD DEALERS



OWING TO LATE DELIVERY
FROM MANUFACTURERS, WE
CAN OFFER FIVE THAMES
TRADER TIPPERS

(SEE OUR CLASSIFIED ADVERT.
UNDER FORD THAMES-TRADER
NEW GOODS VEHICLES)

NORMAN REEVES (MOTORS) LTD., 13 WINDSOR ROAD, SLOUGH, BUCKS.

Tel.: SLOUGH 22337, 22338, 25307, 20284, 23699

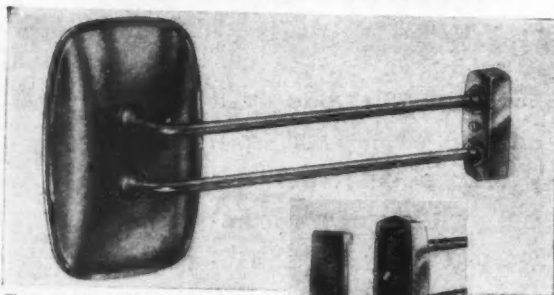
You'll never look back!

WITH THE

DESMO

No. 95

COMMERCIAL MIRROR



The most adjustable Commercial Mirror ever produced. Almost any position can be obtained—forward, backwards, upwards, downwards and any angle. Can also be locked in any desired position. Can be fitted practically anywhere on either side of the vehicle.

Size of Mirror 8" x 5". Length of arms 11". Fixing bracket 3½" x 1½".

Retail Prices:
No. 95, Chrome finish 38/9
No. 94, Silver finish.. 30/-

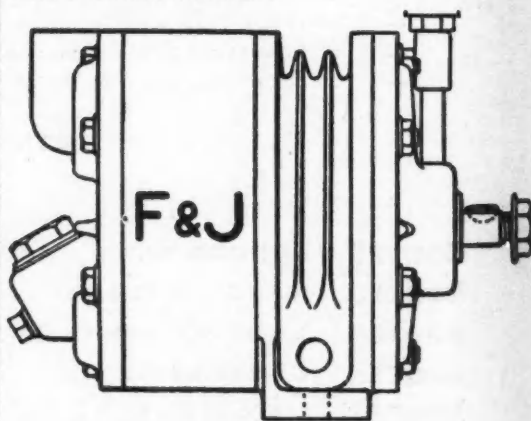
DESMO LTD., PENSNETT, BRIERLEY HILL, STAFFS, ENGLAND

Telephone: KINGSWINFORD 3481/2/3

LONDON SHOWROOMS: 220 SHAFTESBURY AVENUE, LONDON, W.C.2
(Near the Princes Theatre) Telephone: TEMple Bar 1994/5

F&J BRAKES

E.300 EXHAUSTER



- Very high efficiency • self-contained • 300 cu. ft. per hour
- low price • other sizes available

Vacuum Power Brake equipment for all
types of vehicles

FEENY & JOHNSON LTD

134-136 EALING ROAD, WEMBLEY, MIDDLESEX

Tel.: WEMbley 4801 & 4802

Grams: Feejohn, Wembley

KIRKBY & SONS (SALES) LTD

CROSS ROADS GARAGE

SOUTH ANSTON

Nr. SHEFFIELD

Did you know that we have the best knowledge in the country for selling Public Service Vehicles? Every vehicle is thoroughly checked over, and is steam cleaned and the chassis sprayed. All upholstery is repaired where necessary and shampooed. Please note that you know the price of the machine before you see it. We do not offer you any repayment of expenses, the value is in the machine you purchase from us. For your own satisfaction, compare the following prices of the vehicles, but do see them before going elsewhere.

A.E.C.

May 1951. A.E.C. IV. 35-seater BURLINGHAM SEAGULL. C.O.F. November, 1960. Fitted Radio and Heaters. Green pattern moquette. Green and Ivory exterior. Price £1,200.

BEDFORDS

June 1955. BEDFORD 36-seater BURLINGHAM SEAGULL. Recertified before delivery. Fitted Radio and Heaters. Red moquette, Ivory exterior. Price £2,150.

July 1954. BEDFORD. 38-seater PLAXTON. C.O.F. July 1964. Fitted Heaters. Blue moquette, formica side casings. Red and Ivory exterior. Price £1,850.

April 1954. BEDFORD. 38-seater DUPLE. C.O.F. March, 1964. Fitted Heaters. Floral pattern moquette, Blue and Ivory exterior. Price £1,850.

May 1954. BEDFORD. 36-seater BURLINGHAM SEAGULL. C.O.F. April, 1964. Red pattern moquette, Duo Blue exterior. Fitted Heaters. Price £1,650.

May 1954. BEDFORD. 36-seater PLAXTON. C.O.F. May, 1964. Fitted Radio and Heaters. Blue moquette, Blue and Ivory exterior. Price £1,850.

May 1954. BEDFORD. 38-seater DUPLE. C.O.F. April, 1964. Fitted Heaters. Red pattern moquette. Duo Blue exterior. Price £1,700. (CHOICE OF TWO).

March 1953. BEDFORD. 35-seater PLAXTON. C.O.F. January 1963. Fitted Quarter Roof Lights, Tubular Racks, Radio and Heaters. Green pattern moquette, Green and Black exterior. Price £1,700.

June 1952. BEDFORD. 37-seater DUPLE. C.O.F. June 1962. Fitted Heaters. Blue pattern moquette. Blue and Grey exterior. Price £1,375.

June 1952. BEDFORD. 35-seater PLAXTON. C.O.F. February 1961. Fitted Heaters. Red pattern moquette, Blue and Ivory exterior. Price £1,025.

April 1952. BEDFORD. 35-seater PLAXTON. C.O.F. March, 1962. Fitted Heaters. Red pattern moquette, Red and Ivory exterior. Price £1,100.

June 1951. BEDFORD. 33-seater DUPLE. C.O.F. May, 1961. Fitted Heaters. Blue pattern moquette, Red and Ivory exterior. Price £950.

COMMER

1957. COMMER TS3. 41-seater DUPLE. C.O.F. 1964. Fitted Radio, Heaters, Quarter Roof Lights, Tubular Racks, Wheel Discs. Autumn Tint pattern moquette. Green and Ivory exterior. Price £2,750.

May 1955. COMMER TS3. 41-seater DUPLE. At present being certified in our workshops. Fitted Radio, Heaters. Red pattern moquette. Cream exterior. Price £2,100.

May 1953. COMMER AVENGER. 34-seater CHURCHILL. C.O.F. October 1962. Fitted Radio, Heaters. Autumn Tint moquette. Red and Ivory exterior. Price £1,050.

March 1950. COMMER AVENGER. 33-seater WHITSON. C.O.F. Expired March, 1960. Fitted radio, heaters. Blue pattern moquette. Duo Blue exterior. Price £275.

June 1950. COMMER AVENGER. 33-seater MYERS & BOWMAN. C.O.F. 30th November, 1962. Fitted Heaters. Green pattern moquette, Duo Blue exterior. Price £400.

PHONE: DINNINGTON 541 (FOUR LINES BY DAY)

NIGHT PHONES: DINNINGTON 577, MANSFIELD 5395, WORKSOP 2963

NORTHERN AREA PHONE: MILNWOOD 351

SOUTHERN AREA PHONE: TAVISTOCK 2739

OPERATING COSTS?

CHASSIS

From start to finish of a vehicle's life Arlington services will keep down your operating costs. At every stage from first purchase of chassis to final part exchange, Arlington's "over 40 years" and "under one roof" organisation guarantees you maximum efficiency at minimum cost.

Arlington

As main dealers for Bedford—petrol and diesel—and distributors for Scammell Trailers, York Heavy Trailers and Taylor Cranes, we can meet all demands for chassis and combined needs including special frame and transmission extensions.

BODYBUILDING

Arlington

As pioneers of extrusion technique and light alloy and composite bodybuilding we are designers and builders of specialised bodywork for all chassis and all trades. There is a special division for repairs and renovations, repainting and signwriting.

SERVICING

Arlington

In addition to comprehensive maintenance and servicing facilities, we give a complete twenty-four hour breakdown, and light and heavy repair service.

SPARE PARTS

Arlington

We maintain a unique express spare parts service with comprehensive stocks at each branch.

PART EXCHANGE

Arlington

Full part exchange and deferred payment facilities are available and a comprehensive stock of used vehicles from 10 cwt. to 20 tons will meet every need.

IT ALL ADDS UP TO *Arlington*

ARLINGTON MOTOR CO. LTD., HIGH RD., PONDERS END, MIDDX. HOWARD 1266
Branches: Waltham Cross, Herts. • Vauxhall, London, S.W.1 • Sudbury, Suffolk • Cardiff, South Wales

CLA

USED C

A.E.C. Matad
s x 6 chassis and
thorough: 4-cylind
Wellington Rd., H
032.

BIRDS COM

Phone 3222-3-4 ar

QUANTITY A.E.
structure, very
ONE A.E.C. 4
cab, ready in 1

FURTHER

1954 A.E.C. do
capacity body, in
1952 A.E.C. do
air brake
order, £850.

RUSH GREEN
Sevenacre 174.

ARLINGTON M

1957 Mercury

1958 Mercury

ARLINGTON M

A End, Enfield, M

A.E.C. Matad

W. VASS, LT

L.

TWO A.E.C. 6

Ltd., Scotchma

A.E.C. Refuel

Ltd. Station Garag

2343.

WANTED, good

drive, cash w

on Road Garage,

1953 Chieftain

1953 Chieftain

1952 Clydesda

YOUR old Albion

J. HUDSON, B

ALBION Twin S

£750 or terms arr

HENRY EATON

Manchester, I

1957 ALBION

Leyland

1955 ALBION

Albion

1957 ALBION

engine

MILLBURN M

Glasgow, N.I.

1941 ALBION

and in

Ltd, Mill St., Col

CLASSIFIED

THE COMMERCIAL MOTOR

ADVERTISEMENTS

PRESS DAY. Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY**. Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

RATES: 11d. per word (Minimum 12 words 11/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 72/6 per single column inch. Centred lines 22/6. Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

TERMS: Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

REMITTANCES: Cheques and postal orders should be crossed and made payable to **TEMPLE PRESS LIMITED** and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

THE PROPRIETORS retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

BOX NUMBERS: Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circularizing and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

HEAD OFFICES: Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

BRANCH OFFICES:
Bayliss House, Hurst St., Birmingham, 5. Telephone: Midland 6616.
50, Hertford St., Coventry. Telephone: Coventry 27414.
1, Brazennose St., Manchester. Telephone: Deansgate 6114-S.
12, Renfield St., Glasgow. Telephone: Glasgow Central 1412.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. Matador 4 x 4s; unregistered, new batteries, spare wheel, good running order, £800 each. 8 x 6 chassis and cab, reconditioned throughout; one Thornycroft, 4-cylinder diesel, new. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 867-171.

BIRDS COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD, STRATFORD-ON-AVON. Phone 3222-3-4 and 2136. Grams, "Quicksale."

QUANTITY A.E.C. Matador chassis and cab super-structure, very low mileage, make excellent tippers. **ONE A.E.C.** 4 x 4 Matador, as-new condition, new cab, ready in 14 days.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 867-193

1954 A.E.C. 8-wheeler tipper, 9.6 engine, 5-speed body, double drive, air brakes, very large capacity body, in good running order, £1,600.

1952 A.E.C. 6-wheeler, 9.6 engine, double drive, air brakes, 23-ft. platform body in very good order, £850.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 867-334

ARLINGTON MOTOR CO., LTD., offer:-

1957 Mercury Mk. II 21-ft. aluminium platform body.

1958 Mercury Mk. II with 21-ft. wooden drop-side body.

ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 867-381

A.E.C. Matador 4 x 4s; unregistered, new batteries, spare wheel, good running order, £800 each.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255, 867-530

A.E.C. Wanted

TWO A.E.C. 6 x 6 and one 4 x 4 wanted. C.V.S. Ltd., Scotchman Lane, Morley, Leeds. 222-687

A.E.C. Refueller, ex-W.D., 2,500-gal. tanks, tankers or chassis. Bridge Motors (Commercial), Ltd. Station Garage, Botley, Southampton. Phone, Botley 283.

WANTED, good condition, 8-wheeler, 9.6 and double drive, cash waiting, but must be reasonable. Plantation Road Garage, Leighton Buzzard. Phone 3385. 867-37751

ALBION

1953 Chieftain long-wheelbase platform, £475.

1953 Chieftain tractor, fifth wheel coupling, £325.

1952 Clydesdale medium-wheelbase tipper, 8-cu.-yd. alloy body, £475.

YOUR old Albion or Leyland taken in part exchange for new.

J. HUDSON, Bawtry 362. 867-98

ALBION Twin Steer 6-wheel hydraulic tipper, Milshaw twin-ram gear with stabilizer, 20-cu.-yd. alloy body, 170 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 867-318

1957 ALBION Reiver 6-wheel platform lorry, Leyland engine, £1,250.

1955 ALBION Reiver 6-wheel platform lorry, Albion engine, £1,000.

1957 ALBION Reiver 6-wheel platform lorry, Albion engine, £1,250.

MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Bell 0073. 867-283

1941 ALBION 8-wheel chassis and cab, complete and in running order, £110. H.R.H. Motors, Ltd. Mill St., Colnbrook 2741. 867-350

Used Goods Vehicles (contd.)

BROWNHILLS MOTOR SALES, LEYLAND, ALBION, SCAMMELL.

EARLY delivery of new ALBION Reivers. See our advertisement under Used Goods Vehicles Unclassified.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS. Phone, Brownhills 2307, 2336 and 2392. 867-188

1955 ALBION (Claymore) 5-ton, 18-ft. 6-in. platform body, new tyres, in perfect order, £435. Edgware 2572. 867-141

ALBION HD57, new 26.12.52, 8-wheeler, complete with 3,000-gal. tank, Colclad insulated steam coil, £1,550.

MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Bell 0073. 867-280

1955 ALBION Chieftain long-wheelbase power tipper, £585; taxed year. Walter Walker (Ecclefield), Ltd., Ecclefield, near Sheffield. Phone, Ecclefield 3667. 867-290

ALBION CX7 8-wheelers, fitted Gardner 6LW engines, flats, in very good condition, choice of four, £500 each.

Edwards Transport (Lydbrook), Ltd., Lydbrook, Glos. Phone, Lydbrook 357. 868-3747

ALBION 1954 Chieftain, 4-cylinder diesel, 5-speed gear-box, platform lorry, £160.

AYLISS, Lymington Works, Lowfield Heath, Crawley, Surrey. Horley 4536. 867-520

ATKINSON

THE NIGHTINGALE ENGRG. CO., LTD.

THE LONDON DISTRIBUTORS FOR

ATKINSON.

ALL MODELS. COMPLETE SALES AND SERVICE

AT BALHAM, S.W.12.

Bat 2193 (five lines).

222-737

ATKINSON 6LW 1957 8-wheeler tipper, underbody gear, good tyres and alloy double-drop-side body, condition superior.

SCOTTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham, Deer Park 221. 867-160

1949 ATKINSON Carlmore low-loader, Gardner 6LW diesel engine, 18-ft. well, very good condition, £1,500. E. Doe and Sons (Contracts), Ltd., Fyfield, Ongar, Essex. 867-237

ARLINGTON MOTOR CO., LTD., offer:-

1957 ATKINSON 8-wheeler, 40 x 8 tyres, air brakes, 11.3 A.E.C. engine, choice of three.

1955 Model SNO 1486 with wooden platform body, Gardner 6LW engine, double-drive.

ARLINGTON MOTOR CO., LTD., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 867-374

CLASSIFIED ADVERTISEMENTS INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE AND WANTED	page 39
NEW GOODS VEHICLES FOR SALE	" 51
USED PASSENGER VEHICLES FOR SALE AND WANTED	" 55
NEW PASSENGER VEHICLES FOR SALE AND WANTED	" 59
MISCELLANEOUS VEHICLES FOR SALE AND WANTED	" 59
SPARE PARTS AND SUPPLIES	" 61
MISCELLANEOUS ADVERTISEMENTS	" 66

Used Goods Vehicles (contd.)

RYLAND GARAGE, LTD., MIDLAND DISTRIBUTORS.

1957 ATKINSON 8-wheeler, 6LW, with new 24-ft. platform body, automatic lubrication, good tyres and repainted, one careful owner—a recommended vehicle.

SEVERAL 8-WHEELERS ALWAYS AVAILABLE.

RYLAND GARAGE, LTD.,

RYLAND STREET, BIRMINGHAM, 16. Edgbaston 4501-5. 867-212

1954 ATKINSON short-wheelbase, 5LW, tipper, steel body and cab, twin-ram underfloor gear, reconditioned engine and gearbox. Barnes and Tipping, Ltd. Phone, Cuthbert 554. 868-3763

1949 September, ATKINSON double-drive 8-wheeler, 40 x 8 tyres, 6LW Gardner engine and braking system, completely overhauled at cost of £225, cabin as new, vehicle in immaculate condition throughout, bargain £900. Lansdowne. Phone, Leytonstone 4355. 867-439

AUSTIN

AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre. £180.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255, 222-912

CAR MART, LTD.

SIX MONTHS' GUARANTEE

WHERE STATED.

1956 AUSTIN 3-ton B.M.C. diesel Luton van (approx. 1,450 cu. ft.), £695.

1958 AUSTIN 10-cwt. J01 van guaranteed, £275.

1959 AUSTIN A35 van, 10,000 miles, guaranteed £345.

1955 AUSTIN A40 Utility, £255.

1956 AUSTIN 5-ton B.M.C. diesel forward-control long-wheelbase drop-side truck, £495.

1958 AUSTIN forward-control petrol Scammell tractor unit with 24-ft. 6-7-ton platform trailer, fitted with special display body, 9,000 miles, guaranteed, £1,165.

1958 AUSTIN A50 Martin Walter Utleicon, guaranteed, £595.

1957 AUSTIN LDO1 1-ton B.M.C. diesel van, £465.

THE CAR MART, LTD.

WELSH HARP,

EDGWARE ROAD, N.W.9.

Hendon 6500. 867-99

UNREGISTERED AUSTIN 4-ton diesel long-wheelbase drop-sided lorry, mileage 18,000, own vehicle used for collection of spares, £785. Frynn and Stevens, Ltd., 57 Acre Lane, Brixton, S.W.2. Brix 1155 and 7492. 867-133

1950 AUSTIN Loadstar 5-ton drop-side truck, £85.

STOCK ALWAYS CHANGING. WHY NOT GIVE US

A RING. WE MAY BE ABLE TO HELP.

TERMS AND EXCHANGES.

COTSWOLD HAULAGE.

(SALES).

EAST STREET,

FARNHAM, SURREY.

Phone, Farnham 4049, day or night. 867-929

835

Used Goods Vehicles (contd.)

MARSTON MOTOR CO. LTD.
SEVEN SISTERS ROAD, TOTTENHAM.
LONDON, N.15.

Phone, Stamford Hill 8000.
MAIN RETAIL DEALERS FOR AUSTIN-COMMER
VEHICLES AND SOLE DISTRIBUTORS FOR
THORNycROFT COMMERCIAL VEHICLES FOR
LONDON AND HOME COUNTIES NORTH OF THE
THAMES.

OFFER FROM STOCK
NEW LUTON VANS
FOR
IMMEDIATE DELIVERY.

1955 AUSTIN 3-ton 3.4 diesel, 1,150-cu.-ft. Luton
van, a reconditioned engine has been fitted and
comprehensive mechanical overhaul completed.
1955 AUSTIN A40 van, green.
NEW AUSTIN Omnicoach in primer.
NEW AUSTIN new type 30-cwt. diesel 550-cu.-ft. Luton
van in primer.

4 X 4 good selection, low mileage, M.O.S. rebuilds,
from £150 each; 6 x 4, very low mileage, M.O.S.
rebuilds, chassis and cabs, from £175 each.
CUNDEY AND STEWART, LTD., Alfreton, Derby.
Phone, Leabrooks 477.

1959, June, A55 pick-up, salmon pink, heater, 9,000
miles, one owner, £465.
1956 AUSTIN B.M.C. diesel normal-control 2-3-ton
long-wheelbase drop-side truck, £365.
1955 AUSTIN A30 van, beige, passenger seat, £250.
1953 Loadstar 5-ton 1,000-cu.-ft. Luton pantechnicon,
excellent condition, £395.
1952 (Model) 25-cwt. 3-way loader van, £99.
1951 A70 Hampshire pick-up, resprayed beige, £135.

SIDFORD CAR SALES, LTD., 98-116 Commercial Rd.,
Southampton. Phone 25252. 867-15

1956 AUSTIN diesel tipper, 5-tonner, £350 o.n.o.
Phone, New Cross 0166. 867-34
1955 AUSTIN B.M.C. diesel 3-ton long-wheelbase
truck. In nice condition, £275. Edgware 2572.
867-145

DAWNIE MOTORS, LTD.
TATTENHAM CORNER,
EPSOM DOWNS,
Burgh Heath 7117 and 7118.

NEW AUSTIN Omnicoach, primer, immediate delivery.
NEW AUSTIN 30-cwt. dropside truck, immediate
delivery.
NEW AUSTIN Omnivan, primer, immediate delivery.
1958 AUSTIN 10-cwt. 101 van, £325.
1958 10-cwt. A55 van, £350. 867-266

DODGE distributors and AUSTIN main dealers.
1957 AUSTIN 15-cwt. pick-up, low mileage, imma-
culate condition, £340.
1955 AUSTIN 1-ton van, £275.
1951 AUSTIN pick-up, good condition, £125.
1947 AUSTIN 800-cu.-ft. Luton van, £125.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 867-254

1959 10-cwt. Model 101 van, in very clean con-
dition. Brew Bros. Ltd., 133 Old Brompton
Rd., S.W.7. Fre. 333. 867-273

1957 AUSTIN 152 pick-up, very nice condition, low
mileage.
COOMBS SERVICE STATION, LTD., By-pass Rd.,
Guildford. Phone 62962. 867-258

1955 AUSTIN 3.4 diesel Loadstar, 2-3-ton drop-side
truck, good tyres, £265. Phone, Budzey 310.
Buses, 333. 867-272

1959, August, AUSTIN A40 van, green, one owner,
£385.
AUTO SALES AND SERVICES, LTD., Burgh Heath,
Surrey. Phone, Burgh Heath 2059. 867-362

1957 AUSTIN diesel, 7-ton tipper, one owner.
8-cu.-yd. U-type aluminium body, 10.00 x 20
tyre equipment, in super condition, £975. Church Rd.,
Motors, Hadleigh, Essex. Phone, Hadleigh 57271. 867-480

BEDFORD

1952 BEDFORD 7-ton long-wheelbase drop-side
truck, petrol, £150.
1951 BEDFORD 5-ton long-wheelbase flat truck,
diesel, £250.
1954 BEDFORD 5-ton long-wheelbase cattle truck,
diesel, £450.
1952 BEDFORD 3-ton long-wheelbase drop-side
truck, petrol, £165.
1953 BEDFORD 5-ton short-wheelbase tipper, petrol,
£180.
1953 BEDFORD 7-ton short-wheelbase tipper, petrol,
£250.
1952 BEDFORD 5-ton long-wheelbase furniture van,
petrol, excellent order, £225.

CONFIDENTIAL hire-purchase terms. Part-exchanges.

GRAHAM BROTHERS (MOTORS), LTD.
THE COMMERCIAL SALES DEPT.,
799 CHESTER ROAD,
STRETFORD.
Tea 3111 (ext. 11).
Blackfriars 9935 (after hours). 867-451

Used Goods Vehicles (contd.)

CARMO OF LONDON,
THE LONDON CENTRE
FOR NEW AND USED BEDFORDS.
IMMEDIATE DELIVERY.

NEW BEDFORD CA VANS.

NEW BEDFORD Workobus.
ALSO the following reasonably priced used
BEDFORDS.
1959 BEDFORD 15-cwt. van, 6,000 miles, £385.
1959 BEDFORD Utilabus, p.s.v., certificate of fitness
1966, £550.
1959 BEDFORD Workobus, £435.
1951 BEDFORD 30-cwt. van, £145.
1955 BEDFORD 5-ton platform, £425.
1955 56 BEDFORD 5-ton short-wheelbase petrol
tippers, choice of three from £350.
1957 BEDFORD 7-ton 300 diesel truck, £695.
LARGE selection of CA vans and conversions; many
overhauled and repainted, from £175.
BACKED BY UNEQUALLED SERVICE AND SPARES
FACILITIES.

LATEST LOW-DEPOSIT CREDIT TERMS.
BEDFORD RECONDITIONED ENGINES
FROM STOCK.
DEMONSTRATIONS ARRANGED ON ANY VEHICLE
OR OUR REPRESENTATIVE WILL CALL.

WRITE, PHONE, OR VISIT
THE BEDFORD CENTRE,
LEIGHTON ROAD,
LONDON, N.W.5.
Galliver 5555. 867-529

E. J. BAKER AND CO. (DORKING), LTD.

BEDFORD
MAIN DEALERS.

1957 BEDFORD 6-ton normal-control 5-cu.-yd. steel
tipper, Bedford 300-cu.-in. diesel engine, £475.
1955 Diesel BEDFORD long-wheelbase truck, excel-
lent condition, £420.
1951 BEDFORD 5-yd. metal body, petrol tipper,
£95.

55-61 LONDON STREET,
CHELTSEY.
Chertsey 2391. 867-411

PARSONS AND PARSONS (GARAGES), LTD.
THE BEDFORD MAIN DEALERS.

FOR YOUR NEW OR USED BEDFORDS BACKED
BY SEVEN DAYS A WEEK AFTER-SALES SERVICE,
OFFER, SUBJECT TO REMAINING UNSOLD, THE
FOLLOWING:—

NEW BEDFORDS.

NEW BEDFORD 15-cwt. CAL van, H.D. tyres and
springs, £477.
NEW BEDFORD 15-cwt. CAL utility busette, duo-bus,
£690 10s.
NEW BEDFORD 15-cwt. CAL Home Cruiser caravan,
green, cream, £838 4s.
NEW BEDFORD truck, petrol, £300.
NEW BEDFORD 5-ton normal-control chassis-cab,
300 diesel, £1,346.
NEW BEDFORD 6½-ton short normal-control tipper,
3-piece wheels, 5-speed gearbox, 825 x 20 12-ply front,
900 x 20 12-ply rear, £1,455 3s.
NEW BEDFORD 10-ton forward-control tractor unit
300 diesel, 2-speed axle, fitted Scammell coupling,
£1,315 5s. 6d.
NEW BEDFORD 12-ton forward-control tractor unit,
351 Leyland, fitted Scammell coupling, £1,722 10s. 6d.

USED BEDFORDS.

1957 BEDFORD 8-ton normal-control 300 diesel
tractor, Scammell coupling, with 23-ft. flat-
platform trailer, choice of six, £1,130.
1957 BEDFORD 5-ton petrol drop-side metal-body
tipper, £475.
1953 BEDFORD 5-cu.-yd. tipper, petrol, £400.
1957 56-54 BEDFORD CA vans, from £300.
1955 BEDFORD Dormobile, excellent condition,
£300.

A number of 1957 BEDFORD 8-ton 300 diesel tractors,
Scammell coupling, and 23-ft. flat trailers, well main-
tained and in first-class condition throughout.

PARSONS AND PARSONS (GARAGES), LTD.
HARLOW, ESSEX.
Phone, Potter Street 121. 867-125

NEW 12-ton BEDFORD tractor unit, 350-cu.-in. diesel
engine, 5-speed gearbox, 2-speed axle, Tasker D.S.
quick-release coupling, list price.
1956 BEDFORD long-wheelbase tipper, twin-rim
Edbro tipping gear, one owner, £350.
1955 BEDFORD 7-tonner, reconditioned R6 engine,
fitted by us, clutch and gearbox overhauled,
brakes relined, two new tyres, a bargain, £500.

ORMSKIRK MOTORS, LTD.
MAIN VAUXHALL-BEDFORD DEALERS,
COUNTY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2. 867-301

Used Goods Vehicles (contd.)

SHUKERS OF SHEFFIELD, LTD.
OFFICIAL BEDFORD DEALERS SINCE 1932.
OFFER:—

OCTOBER, 1957, 6-ton BEDFORD forward-control
300-cu.-in. diesel 18-ft. drop-side truck, carefully
maintained, low mileage, and owner driven, £825; choice
of two.
LATE 1955 BEDFORD 7-ton long-wheelbase petrol
twin-rim tipper, alloy drop-side body, one fastidious
owner, £475.
1954 BEDFORD 3-ton long-wheelbase petrol drop-
side truck, recent steering overhaul, and win-
nings, one owner, £300.
SHUKERS, LTD., 56 Broad St., Sheffield, 2. Phone,
Sheffield 20311. 867-304

LAWSON PIGOTT MOTORS, LTD.

BEDFORD MAIN DEALERS.
LAWSON PIGOTT MOTORS, LTD.
FOR SERVICE AND SATISFACTION.

VANS! TRUCKS! TIPPERS! PANTHECHNICS!
BRAND-NEW 1,000-CU.-FT. LUTON VANS.

BODIES of light aluminium alloy with walk-in tail-
boards, low floor height, on the popular BEDFORD
4-ton diesel, normal-control, low-frame chassis and cab,
pleasing appearance.
CONSTRUCTED by craftsmen—built to last.

EARLY delivery, price £1,445, unpainted.

SPECIAL quotations for larger bodies and other types
of bodywork, both light aluminium alloy and com-
posite construction, sent on request.

NEW BEDFORDS FOR IMMEDIATE DELIVERY.

BEDFORD 12-ton tractor unit, diesel.
BEDFORD 7-ton forward-control 6-cu.-yd. tipper, diesel,
5-speed gearbox.
BEDFORD 6½-ton normal-control 6-cu.-yd. tipper, diesel.
BEDFORD 5-ton normal-control 179-in.-wheelbase chassis
and cab, diesel.
BEDFORD 35-cwt. chassis-scuttle, diesel.
BEDFORD 10-, 12- and 15-cwt. short- and long-wheel-
base vans.
BEDFORD 12-seater Utilabracke.
MANY other models available.

USED VEHICLES.

1956 BEDFORD 10-cwt. van, £195.
1959 BEDFORD 10-cwt. van, £350.
1953 BEDFORD 5-ton P6 diesel long-wheelbase plat-
form truck, £195.
PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL
5 P.M. SATURDAYS.

PHONE, BARNET 1061.
186 EAST BARNET ROAD,
NEW BARNET.
320 KING STREET, HAMMERSMITH,
LONDON, W.6.

PHONE, RIVERSIDE 4111. 867-41

BENTLEY BROS. (SHEFFIELD), LTD.
MAIN BEDFORD DEALER,
SHEFFIELD.

NEW BEDFORD TIPPERS FROM STOCK.

1958 BEDFORD 7-ton 16-ft. body, £595.
1958 BEDFORD Utilabracke, £435.
1956 BEDFORD Dormobile, very clean, £425.
1956 BEDFORD 5-ton long-wheelbase tipper, petrol,
in good condition, will convert to diesel, £225.
1955 BEDFORD 10-ton articulated 23-ft. trailer,
petrol engine, very good condition, £495.
A CHOICE of excellent vans and conversions, H.P.
facilities available.
THE WICKER, SHEFFIELD, 3. Phone 29281. 867-101

1954 Long-wheelbase BEDFORD tipper, Perkins R6
engine, very clean, £350. 1954 long-wheelbase
truck, Meadows diesel engine, ready for work, £225.
Dobson's, Ivy House, Levens, Kendal. Phone, Sedgwick
238. 867-8863

£550. An exceptional 1956 BEDFORD 7-ton long-
wheelbase light-alloy truck, near new R6 11
engine and 7 near-new tyres, very clean cab, etc.
HERWIN CANNY AND CO., LTD., Woolwich 8161.
After 7 p.m. phone Lonsfield 2524. 867-43

1956 BEDFORD 7-ton drop-side truck, R6 diesel,
£550.
SHAW AND KILBURN, LTD., 143 Cambridge St.,
Bristol 2, £217-2.

1952 BEDFORD 7-ton, petrol, platform, good con-
dition, £125.
1957 BEDFORD diesel forward control, 7-ton plat-
form lorry, exceptional condition, including
tyres, £675.

SPARSHATTS, Millbrook, Southampton 72596. 867-118

4 X 4, with winch, low mileage, M.O.S. rebuilds, from
£150 each.

CUNDEY AND STEWART, LTD., Alfreton, Derby.
Phone, Leabrooks 477. 867-818

1957 BEDFORD CAV 10-12-cwt., blue, £265.

H. TAYLOR AND CO. Elmbridge 0081. 867-235

1956 BEDFORD A type, long wheelbase, good con-
dition, £325.
OX'S MOTORS (HILL TOP), LTD., 127 Hill Top
West Bromwich, Phone, Wednesbury 0470. 867-464

Used Goods V

ARLINGTON
OUR REPUTA-
SELECTION

U
COMPREHENSIVE
VANS AND PE

1957 Diesel 7-
Leyland
1954 59 BEDF
Martin
d general
1959 J-model 3
fitted 300

25-27 VAUXH

CORNARD

DUMB

SALES DUPA

HAMILTON

THE MA

WE always have
class Quality
selection

MAKE sure you
purchase a
MOTOR

1954 BEDFORD

1954 BEDFORD

1953 BEDFORD

1953 BEDFORD

1956 BEDFORD

1955, Decemb
irey, £5

1955 BEDFORD

1952 BEDFORD

1956 BEDFORD

1952 BEDFORD

OUR showrooms
Saturdays.
PLEASE note ad

252 BELSIZE

HAMILTON

466-

AMBASSADOR 7

1955 BEDFORD

1954 BEDFORD

1954 BEDFORD

H Manchester

S

NEW COMMERC

BEDFORD 7-ton

B 20 12-ply tyre

BEDFORD 7-ton

D tipper, 9,000 x

size, £1,545.

BEDFORD 7-ton

9,000 x 20 12

BEDFORD 7-ton

body, 9,000 x

chassis, £1,260.

BEDFORD 5-ton

B sizes 16 ft. 6

LTD.
SINCE 1932.
forward-control
truck, canopy
even, £825; choice
of wheelbase petrol
only, one fastidious
base petrol drop-
verhaul, and one
field. 2. Phone
867-306
S. LTD.,
RS.
S. LTD.,
A. FACTION.
TECHNICALS;
ON VANS.
with walk-in tail-
pular BEDFORD
chassis and cab
o last,
ed.
and other types
alloy and com-
TE DELIVERY.
yd. tipper, diesel,
yd. tipper, diesel,
-wheelbase chassis
-cl.
and long-wheel-
61.
AD,
RSMITH,
111. 867-41
D. LTD.,
ER,
OM STOCK
£595.
lean, £425
54 long-wheelbase
petrol, diesel, £235,
ed 23-ft. trailer,
dition, £495
conversions, H.P.
ne 29281. 867-101
pper, Perkins B6
54 long-wheelbase
for work, £225.
Phone, Sedwick
867-8863
ORD 7-ton long-
near new B6 11
n cab, etc.
Woolwich 1161.
867-45
truck, B6 diesel,
Cambridge St.
867-40
iform, good com-
ontrol, 7-ton plat-
n, includes
72596. 867-118
S. rebuilds, from
Alfreton, Derby.
867-818
blue, £265.
0081. 867-235
elchase, good com-
n, 127 Hill Top
0470. 867-464

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.
OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF
USED BEDFORDS.
COMPREHENSIVE RANGE OF NEW AND USED
VANS AND PERSONNEL CARRIERS ALWAYS
AVAILABLE.

1957 Diesel 7-ton long-wheelbase drop-side truck,
Leyland engine.
1954-55 BEDFORD 10-, 12- and 15-cwt. vans,
Martin Walter and Kenex conversions, choice
of several.
1959 J-model 8-ton Scammell coupling tractor unit,
fitted 30-cu-in. Bedford diesel.

**MAY WE
QUOTE YOU
FOR YOUR
NEW BEDFORD?**

COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDER'S END, ENFIELD, MIDD.
Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.

DUMBALLS ROAD, CARDIFF.
Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.
SATURDAY. 867-375

HAMILTON MOTORS (LONDON), LTD.
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first
class Quality Tested and other BEDFORDS for your
selection.

MAKE sure you inspect these before you make your
purchase. A sample of our stock is as follows:-

1954 BEDFORD 25-cwt. Spurling van, blue, £225.

1954 BEDFORD 35-cwt. truck, £425.

1953 BEDFORD 30-35-cwt. pick-up, £175.

1953 BEDFORD 3-ton truck, maroon, £295.

1956 BEDFORD 5-ton short-wheelbase tipper, £425.

1955 December, BEDFORD 7-ton truck, R6 diesel,
grey, £545.

1955 BEDFORD 7-ton truck, £450.

1952 BEDFORD 7-ton short-wheelbase U tipper,
£250.

1956 BEDFORD 7-ton 10-yd. tipper, diesel R6, £595.

1952 BEDFORD 7-ton alloy platform, Comet engine,
£445.

OUR showrooms are open until 6 p.m. daily and 5 p.m.
Saturdays.

PLEASE note address of our additional premises:-

252 BELSIZE RD., N.W.6. Mai 0712.

HAMILTON MOTORS (LONDON), LTD.
466-490 EDGWARE ROAD,
LONDON, W.2.
AMBASSADOR 7211. PADDINGTON 0022-8.
867-350

1955 BEDFORD P6 diesel 5-ton long-wheelbase
hydraulic tipper, £350 or terms arranged.
1954 BEDFORD P6 diesel 5-ton short-wheelbase
hydraulic tipper, £285.
HENRY EATON, LTD., 107 Palmerston St., Ancoats,
Manchester. Phone, Ardwick 3416. 867-310

SYD A. BRAMS, LTD.

NEW COMMERCIALS FOR IMMEDIATE DELIVERY.

BEDFORD 7-ton N.C. 6-cu.-yd. diesel tipper, 9.00 x
20 12-ply tyres rear and spare, 2-speed axle, £1,498.

BEDFORD 7-ton N.C. 6-cu.-yd. drop-side steel-bodied
D tipper, 9.00 x 20 12-ply tyres rear and spare, 2-speed
axle, £1,545.

BEDFORD 7-ton F.C. long-wheelbase truck, 18-ft. body,
9.00 x 20 12-ply tyres, 2-speed axle, £1,421.

BEDFORD 7-ton F.C. long-wheelbase, 10-ft. platform
body, 9.00 x 20 12-ply tyres, single-speed axle, diesel
engine, £1,266.

BEDFORD 5-ton N.C. 1,250-cu.-ft. Luton van, approx.
B sizes 16 ft. 6 in. by 7 ft. 6 in. by 8 ft. 9 in. high,
rig doors and tailboard, diesel engines in primer,
£1,565.

BEDFORD 4-ton N.C. 1,000-cu.-ft. Luton van,
B sizes 14 ft. 6 in. long by 7 ft. 6 in. wide by 8 ft. 6 in.
high, tailboard and half doors, £1,325.

BEDFORD 3-ton N.C. drop-side truck, diesel engine,
£925.

BEDFORD 35-cwt. drop-side truck, body 9 ft. long
by 6 ft. 6 in. wide by 18 in. sideboards, petrol
engine, £759.

BEDFORD 35 cwt. diesel Spurling van, £968.

BEDFORD 15-cwt. builders' truck, £523.

NEW VEHICLES 10% DEPOSIT. BALANCE OVER
THREE YEARS.

USED VEHICLES 20% DEPOSIT. BALANCE OVER
30 MONTHS.

WATERLOO ROAD, MANCHESTER, 8.
BROUGHTON 4321. 867-7

Used Goods Vehicles (contd.)

COTSWOLD HAULAGE.

1953 BEDFORD 5-ton diesel steel-body tipper,
short wheelbase, £350.

1953 BEDFORD 7-ton 7-yd. steel-body U tipper,
£195.

1953 BEDFORD 7-ton 6-yd. heavy-duty steel-body
underfloor tipper, £185.

1952 BEDFORD 10-ton long-wheelbase drop-side
truck, ex Forestry Commission, very clean.
£195.

1952 BEDFORD 7-ton 6-yd. U steel-body under-
floor tipper, £165.

1948 BEDFORD 30-cwt. van, £45.

1947 BEDFORD 5-ton 5-yd. heavy-duty steel-body
underfloor tipper, £135.

1946 BEDFORD 8-ton tractor unit, Scammell
coupling, £75.

STOCK ALWAYS CHANGING. WHY NOT GIVE US
A RING IF THE VEHICLE YOU REQUIRE IS NOT
LISTED ABOVE. WE MAY BE ABLE TO HELP.

TERMS AND EXCHANGES.

COTSWOLD HAULAGE.

(SALES).

EAST STREET,
FARNHAM, SURREY.

Phone, Farnham 4049, day or night. 867-524

1958 BEDFORD 10-12-cwt. C.A. van, blue, £299.

1958 7-ton, 300 diesel engine, 8-cu.-yd. drop-side
tipper, green, one owner, in immaculate con-
dition, 37,000 miles from new, £795.

1957 10-12-cwt. C.A. van, blue, £250.

1957 Forward-control 6-ton, 300 diesel engine, long-
wheelbase drop-side truck, £675.

1956 October, 2-ton Luton van, roller shutter door,
one owner, £385.

1955 Normal-control 5-ton A model platform truck,
£325.

1955 5-ton 5-cu.-yd. tipper, excellent condition, £365.

1957 (Model) 10-12-cwt. C.A. van, black, £250.

SIDFORD CAR SALES, LTD., 98-116 Commercial Rd.,
Southampton. Phone 25252. 867-16

1958 BEDFORD 6-ton long-wheelbase, Bedford diesel,
drop-side truck, £385.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 867-253

1957 BEDFORD 7-ton platform truck (petrol), one
"C" operator in immac. condition, £350. Lead
Garage, Wrangle, Boston, Lincs. Old Leake 451.
867-2750

1952 BEDFORD short-wheelbase tipper, clean
vehicle, £235.

UNREGISTERED ex-W.D. BEDFORD-SCAMMELL
tractor unit, twin rear, £140. Phone, Bideley 310.
867-XD7752

SALE 1956 A-type BEDFORD tractor unit with large
pantechinon. Tasker trailer about 1,600 cu. ft., this
outfit has been used on light work and is now surplus
to requirements, £525. Phillips Haulage, 24 Park
Crescent, Newport, Mon. 867-X7155

CATERHAM MOTOR CO., LTD.

1957 BEDFORD long-wheelbase drop-side truck,
petrol, tyres good, in excellent condition, a
bargain at £450.

59 CROYDON RD., Caterham. Caterham 4242.
867-400

1953 BEDFORD-SCAMMELL 10-ton S-type, needs
attention. Sheppy Glue, Horley 967. 867-367

SPURLING CITY DEPOT offer:-

1956 BEDFORD, petrol, 5-ton long-wheelbase truck.

1957 BEDFORD 15-cwt. platform truck.

1958 BEDFORD 15-cwt. van.

SPURLING MOTOR BODIES, LTD., 176-9 Shoreditch
High St., E.1. Sho 8433. 867-345

Bedford Wanted

BEDFORDS wanted! Bedford wanted! We want
Bedford! Trucks, tippers, vans, Lutons, etc. G.T.C.
(Commercial), Ltd., 2 Addington Rd., Bow Rd., E.1.
Advance 5242-3. 867-814

BEDFORD ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET.

LONDON, S.E.10.

Greenwich 2033-4. 867-894

A BEDFORD for sale? Phone, Hamilton Motors,
466-490 Edgware Rd., London, W.2. Phone, Paddis-
ton 0032 (12 lines). Immediate settlement and best price.
867-344

B.M.C.

1959 B.M.C. diesel 7-ton long-wheelbase truck with
18-ft. drop-side body, 2-speed axle, power
steering, in very nice order, £850.

1958 B.M.C. diesel 7-ton long-wheelbase truck, 18-ft.
drop-side body, power steering, 2-speed axle,
in absolute immaculate condition, very low mileage, almost
as new, £750.

ALSO other good B.M.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stenevase 174. 867-333

ARLINGTON MOTOR CO., LTD., offer:-

1957 7-ton diesel 18-ft. platform, 2-speed axle, heater,
power steering (Moral).

ARLINGTON MOTOR CO., High Rd., Ponders End,
Enfield, Middx. Phone, Howard 1266. 867-379

July 29, 1960—THE COMMERCIAL MOTOR 41
(Supplement)

Used Goods Vehicles (contd.)

B.M.C. Wanted

WANTED, B.M.C. diesel Austin-Morris 1-ton 30-cwt.
vans and pick-ups. North, Pontefract Rd., Stour-
ton, Leeds. 10. Phone 76809. 867-291

COMMER

1958 COMMER TS3 12-ton tractor, with fifth-wheel
coupling, in excellent condition, £750, o.n.o.
Hair, Wresle, Brigg, Lincs. Phone, Brigg 3106.
867-X7545

1958 COMMER TS3 with Boys axle, bulk tipper,
good condition, £1,950. 867-119

SPARSHATT, Millbrook, Southampton 72596. 867-11

1955 COMMER TS3 diesel 7-ton long-wheelbase
platform truck, £495.

SIDFORD CAR SALES, LTD., 98-116 Commercial Rd.,
Southampton. Phone 25252. 867-20

COMMER, 10-ton 6-wheelers, 24-ft. platform, 9.00 x
20 tyres, air brakes, etc., artics, tippers, vans,
PARKSIDE GARAGE, "The Commer People," Ilford
0032. Prompt delivery. 867-135

COMMER diesel lorry for sale, 20-ft. platform, ready
for work, £350. Vik 3249. 867-130

COMMER QX long-wheelbase tipper.

COMMER QX 18-ft. platform, 1956.

COMMER QX Tasker 12-ton artic. outfit,
2-speed axle.

COMMER TS3, 18-ft. platform, 1956.

MANY other COMMERS in stock.

LOWEST H.P. Exchanges. Open Sunday mornings.

JOHN JORDAN, Rootes Official Dealers, Motor Garage,
Barnet, Beds. 867-11

1955 TS3 18-ft. flat, good cab and body, engine in
poor condition, £275. Langley Mill 3182.
867-220

SHELDON MOTOR SERVICES, 2119 Coventry Rd.,
Sheffield, Birmingham, 26. Phone, Sheffield 4367-75.
865-5733

1958 13 long-wheelbase 18-ft. drop-sides, 900 x 20
tyres, in very good condition, £725. Choice
of three. 4 Carruthers St., Liverpool 3. Central 2047.
867-236

1952 COMMER 2-ton 4-cu.-yd. tipper, £145.

COOMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 867-253

1960 COMMER TS3 6-wheeler, 24-ft. platform,
£2,550. 1959 Commer short-wheelbase tipper,
steel body. 1959 Commer medium-wheelbase wooden
body tipper, Hamblins Garages, Rectory Rd., Rushden
3211. Stevenage 174. 867-185

1956 COMMER TS3 diesel long-wheelbase platform
truck, 18-ft. body, in good running order, £500.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stenevase 174. 867-333

NOVEMBER, 1956, COMMER TS3 power tipper, long-
wheelbase, alloy body, £600. Taxed year, Walter
Walker (Ecclefield), Ltd., Ecclefield, near Sheffield.
Phone, Ecclefield 3607. 867-295

1958 COMMER canvas delivery van, 8 cwt. heater,
hatch-type seat, grey, immaculate, £295. Reitz
Motors, 204 Chase Side, Enfield. Enfield 8421. 867-364

1950 COMMER Superpoise, P6, tractor unit,
Scammell coupling, engine overhauled.

NOVEMBER, 1956, 30-cwt. COMMER diesel van,
repainted, very clean vehicle, £380. Phone, Bideley
310. 867-XA7752

NEW TS3 long-wheelbase platform truck, air brakes,
power steering, immediate delivery. Mansfield Autos,
Ltd., High Rd., Broxbourne, Herts. Hoddeston 4507.
867-366

1957 COMMER 3-4-ton Superpoise vans, clean
interior, coachbuilt body, standard cab, low
mileage, excellent mechanical condition, works-maintained.

HIRE-PURCHASE. Part-exchanges. Contay Motor
Ltd., 1644 Southwark Bridge Rd., S.E.1.
Waterloo 6162-3. 867-408

COMMER TS3, 1957, prime mover, no further use.
Offers for quick sale. A. R. Elze, Wisbech, Phone,
Wisbech St. Mary 226. 867-X7701

ARLINGTON MOTOR CO., LTD., offer:-

1956 COMMER TS3 chassis-cab, fitted large-capacity
aluminium boxvan.

ARLINGTON MOTOR CO., High Rd., Ponders End,
Enfield, Middx. Phone, Howard 1266. 867-377

1956 COMMER 5-ton medium-wheelbase tipper,
diesel, £350. Confidential hire-purchase terms.

Part-exchanges. Graham Brothers (Motors), Ltd., The
Commercial Sales Dept., 799 Chester Rd., Stretford,
Tra 3311 (ext. 11); Blackfriars 9935 (after hours). 867-453

DENNIS

DENNIS Pax, 26-seater, perfect condition, repainted
blue and cream, certificate of fitness May, 1962, £225.
Apply: Hulls Motor Service, Gt. Barford, Bedford. Phone,
Gt. Barford 235. 868-8554

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS

(BEDS, CAMBS, PETERBOROUGH AND N. HERTS.)

FOR new and used commercial vehicles.

1955 DENNIS 8-ton Centaur diesel, one owner.

ALL inquiries welcomed.

PART-EXCHANGES. H.P. terms.

IVER WORKS, Biggleswade, Beds. Phone, Biggleswade
3285(6). 867-423

1946 Max medium-wheelbase tipper, choice of two,
£240.

1953 P6 18-ft. cattle container, £275.

J. HUDSON, Bawtry 362. 867-96

B37

Used Goods Vehicles (contd.)

1956 Pax diesel, 18-ft. dropside, hydraulic loader, £425.
1951 Dtho, fitted twin Telechoist rams, 16-ft. drop-side tipper, £100.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 867-112.
1950 DENNIS Pax platform body, 18 ft., very clean, cheap, choice of six.
1951 DENNIS Pax boxvan, very clean, choice of six.
H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262.

DODGE

1955 July, DODGE heavy tractor unit, S.A.E. fifth-wheel coupling, fitted works reconditioned P6 engine, tyres 9.00 x 20, exceptional condition throughout, bargain, £375. Viewed at Frating Works, Frating, near Colchester, Essex. 867-72.
1951 105 P6 drop-side truck, superb condition throughout, low mileage, new tyres.
SPARSHATTS, Millbrook, Southampton on 72596. 867-123.
1954 DODGE 145 R6, 18-ft. platform, suitable for cattle container, £450. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 867-209.
DODGE distributors and Austin main dealers.
1952 DODGE 5-ton long-wheelbase drop-side truck, excellent condition, £200.
1952 DODGE 1,350-cu.-ft. pantechonicon, petrol, good condition, choice of two, £175.
1954 DODGE 600-cu.-ft. boxvan, P4 diesel, good condition, £250.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 867-251.
1956 DODGE 106-AP6 6-ton long-wheelbase platform, good tyres, repainted. Geo. H. Kendrick, Carters Green, West Bromwich 0778. 867-200.
ONE new DODGE Model 3143AZ 12-ton tractor unit with fitted York fifth-wheel coupling, immediate delivery.
CENTRAL GARAGE (UPPINGHAM), LTD., Uppingham 3296-7-8. 867-522.
1957 DODGE 106 P6, 9.00 x 20 tyres, 5-speed gearbox, in excellent order, £495. Chanderley Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 867-487.
1958 DODGE 6-ton long-wheelbase diesel tipper, well tired, one owner, excellent condition, £975. Church Rd. Motors, Distributors, Hadleigh, Essex. Phone, Hadleigh 57271. 867-478.

Dodge Wanted

WANTED, 1951-55 DODGE 3-ton or 5-ton platform lorry, K. and F. (Commercials), Ltd., Coeshill, House, Atherstone. Phone 2130 and 2166. 867-173.

E.R.F.

1954 September, current-type E.R.F. 44G 18-ft. 6-in. double-drop-side truck, one owner, excellent condition and well tired. Sellers and Batty (Sales), Ltd., Farnham, Peterborough. Phone, Peterborough 67048. 867-223.
1954 4-cyl. late-type cab, 18-ft. flat, as new, £800. 4 Carruthers St., Liverpool, 3. Central 2047. 867-239.

FORD THAMES AND FORDSON

1959 Trader/B.T.C. 25-ft. articulated FORD, owner driver, good condition, cheap for quick sale, £1,250. Phone, Newborough 288. 867-8853.
1955 4D diesel long-wheelbase platform truck, fitted detachable Luton-type double-deck cattle container box, excellent condition throughout, £395.
1954 10-cwt. van, green, £95.
1953 10-cwt. van, green, £75.
SIDFORD CAR SALES, LTD., 98-116 Commercial Rd., Southampton. Phone 25252. 867-17.

WELLSTON MOTOR CO., LTD.

381-389 WEST GREEN ROAD, LONDON, N.15.
Phone, Bowes Park 6821.

**OFFER FROM STOCK
NEW LUTON VANS**

**FOR
EARLY DELIVERY.**

1957 FORD Thames 4D 950-cu.-ft. pantechonicon. 867-74.

TWO 1959 5-ton long-wheelbase Traders, 6D diesels, guaranteed 13,000 and 18,000 miles, £775 and £810 each.
1957 FORD 30-cwt. van, 4-cylinder petrol, immaculate condition, £225.
PHONE, EDGWARE 2572. 867-140.

LATE 1959 FORD THAMES 5-cwt. van, grey, mileage 19,500, one driver and carefully maintained, £280 o.n.o. Phone, Bilsdon (Spwch) 316. 867-14.

TWO THAMES 4-ton 4D Luton vans, 1955-56, 1,300-cu.-ft. capacity, forming into floor well, freshly painted, and very good all-round condition, each at £475.
W. J. REYNOLDS (MOTORS), LTD., Main FORD Dealers, Ford House, New Rd., Dagenham, Dominon 6655. 867-33.

1958 Thames Trader long wheelbase, dual-purpose pressed steel sub-frame, giving low loading height, 15-ft. 6-in. panel-sided body, very clean and ready for immediate use, choice of two. Sellers and Batty (Sales), Ltd., Farnham, Peterborough. Phone, Peterborough 67048. 867-224.

Used Goods Vehicles (contd.)

**GORDON KING MOTORS, LTD.
FORD AND THAMES DEALERS.**

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, works for early delivery, £1,170.
TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body as above, early delivery, £1,195.
1956 FORD THAMES 4D 4-ton truck, £425.
HIRE-PURCHASE deposits now from 10%.
ALL THAMES models in stock for early delivery, any body built to your requirements.
MITCHAM LANE, S.W.16. Streatham 3133-4. 867-271.

1956 4D tractor and 24-ft. Carrimore trailer, £525.
1959 4D long-wheelbase, 11,000 miles only, fitted with winch and special body for caravan towing, £1,075.
1957 4D long-wheelbase platform, £525.
J. HUDSON, Bawtry 362. 867-95.

1955 FORD 2-ton 4D diesel truck, replacement engine in good condition, repainted, £250 o.n.o. L. Gregory, Glyn Gates, Fernhall Lane, Uppshire, WS21760. 867-8891.

1959 FORD 7-cwt. van, with extras, £330.
1956 Thames 5-ton long-wheelbase drop-side truck, P6, good condition, £375.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 867-250.

HUNTER VEHICLES, LTD.

290 SOUTHWAY ROAD,
ENFIELD.
Phone, Howard 4184.

1954 FORD van, tyres, bodywork, mechanically very good, one owner, taxed for year. Immediate delivery. Hire-purchase terms arranged. 867-339.

FORD Trader 7-ton 1959 long-wheelbase drop-side truck, low mileage, 900 by 20 tyres, a very clean machine, £825. Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133. 867-163.

1959, November, THAMES Trader 6D 7-ton long-wheelbase truck, 18-ft. body, small mileage, exceptionally nice vehicle, £850.
1959 THAMES Trader 6D 7-ton tipper, an exceptionally nice vehicle, £850.
1959 drop-side body and gear, in very good order, small mileage, £850.
1959 THAMES Trader 6D tractor unit, 2-speed axle, S.A.E. coupling, clean and in very good order, £750.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 867-331.

LUTON vans. Several FORD 4D and P6 1,350 to 1,750 cu. ft., 1955-1957.
WE have a large selection, details of which will be sent on request. Hire-purchase 10% deposit, balance over three years.

WOOD AND LAMBERT, LTD.

49 STAMFORD HILL, N.16.
Sta 3434. 867-415.

FORD Thames 4D 3-ton long-wheelbase drop-side trucks, 1958, £425, and 1959, £475, one owner, moderate mileage, in sound condition, Reading Automobiles, Reading 53021. 867-323.

1957 Long-wheelbase 5-ton, 6-cylinder diesel, Thames Trader drop-side truck.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62902. 867-260.

FRANK G. GATES, LTD.

MAIN FORD DEALERS.
GATES CORNER, E.18.
Wan 6633.

1958 Thames 15-cwt. gown van, £350.
1959 Late Thames Trader 6D 7-ton platform, £975.
1959 Late Thames Trader 6D 6 x 2 County platform truck, £1,575. 867-340.

1960 FORD Thames Trader, 5-ton 4D, 152-in. wheelbase, double-drop-side truck, £875.
1959 FORD Thames Trader, 7-ton 6D, 160-in. wheelbase, platform truck, £825.
OKTHORPE MOTOR CO., North Circular Rd., Palmers Green 1023. 867-407.

1959, November, Trader 7-ton 6D drop-side truck, low mileage, £845. Jacquier, Ltd., 229 Hammersmith Rd., W.6. Riv 6677. 867-403.

1958 Thames Trader 6D 5-ton short-wheelbase tipper, steel body, Anthony Hoist gear, 8.25 x 20 tyres, £825 or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancotes, Manchester. Phone, Ardwick 3146. 867-317.

1957 FORDSON diesel, 4D, medium-wheelbase tipper, 4.5-ton, condition as new, £450. A. and L. Vehicle Supply Co., 27-41 Gravel Lane, Salford, 3. Phone, Manchester, Blackfriars 1511. 867-306.

Ford Thames and Fordson Wanted

WANTED, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chanderley Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 867-485.

GUY

1960 GUY Warrior, Blys 6-wheel conversion, large 5,000 miles only, £2,850.
MAY'S MOTORS (ELSTEAD), LTD., Elstead, Surrey. Elstead 2147 (two lines). 867-391.

Used Goods Vehicles (contd.)

1956, June, GUY Warrior long-wheelbase lorry, 20-ft. alloy body, good 10,000 x 20 tyres, 5-speed box, 2-speed axle, air brakes, unladen weight 4 tons 3 cwt., one owner, in very good condition, £695.
FREDERICK RAY, LTD., Grovesbury Rd., Liphon, Buzzard, Beds. Phone 2192 and 2241. 867-466.

LAND ROVER

1956 Short-wheelbase hard-top, £325.
1950 Hard-top, green, £145.
1949 With tilt, green, £135.
SIDFORD CAR SALES, LTD., 98-116 Commercial Rd., Southampton. Phone 25252. 867-18.
ARLINGTON MOTOR CO., LTD., offer—
1959 Petrol, 88-in. wheelbase, regular model, choice of two.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 867-373.

LEYLAND

1955 LEYLAND 8-wheeled tipper, 23 cu. yd. drop sides, £1,800. 1955 Leyland 8-wheeled chassis and cab, £1,300.
T. McQUEEN, 171 Sporthrough Rd., Doncaster. Phone, 867-4852.
1950 LEYLAND Beaver 600 engine, complete with steel timber trailer, £425. Dobsons, Ivy House, Levens, Kendal. Phone, Sedgwick 238. 867-8864.
BULK flour lorry, 10-ton, 1954 Comet diesel, twin Roots blowers, etc., repainted, 30 tons per hour discharge, 60 ft., £3,000.
BULK cement lorry, 9-ton, 1954 Comet diesel, fitted Homalloy Airflo body with discharge at rear, £550.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 867-118.

BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS

1955 And 1954 LEYLAND Comet normal-control tipper, 14-ft. 6-in. coal body.
EARLY delivery of new LEYLAND Comets and Super Comets.
SEE our advertisement under Used Goods Vehicle Classified.

BROWNHILLS MOTOR SALES.

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 742. 867-189.

O/600 LEYLAND Beavers, 1948-1950, flat lorries, new-type cab, fitted tandem Hydromatic trailer coupling gear, very good condition, choice several.
QUEENSGATE MOTORS (1954), LTD., Lomridge, Lancashire. Phone, Lomridge 3241. 867-4.

1955 COMET Bonallack 17-ft. 6-in. double-drop-side body, £750.
J. HUDSON, Bawtry 362. 867-97.

1958 Registered LEYLAND Hippo 6 x 4 in. really good condition, as new tyres, would make ideal crane chassis, £525. Edgware 257. 867-143.

1957 LEYLAND Comet normal-control medium-wheelbase tipper, large body, suitable for coal.
RYLAND GARAGE, LTD., Ryland St., Birmingham. Edgbaston 4501-5. 867-213.

ARLINGTON MOTOR CO., LTD., offer—
1955 Octopus, wooden platform body, air brakes, very good tyres.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 867-376.

1954 LEYLAND Octopus 8-wheeler double-drum double-ramp tipper, £1,250. Walter Walker (Ecclefield), Ltd., Ecclefield, near Sheffield. Phone, Ecclefield 3667. 867-201.

LEYLAND Octopus, 1957, 3,500-gallon stainless-steel tank, insulated steam coil, £3,650.
MILBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Bell 0073. 867-31.

MAUDSLAY

1947 MAUDSLAY A.E.C. 7.7 engine, 18-ft. platform, good condition. Phone, Gorseley 312. 867-2746.

MORRIS AND MORRIS-COMMERCIAL

1957 MINOR 1000 1-ton van, blue-cream, passenger seat, one owner, taxed December, £299.
1952 Cowley pick-up, blue, £145. 867-2746.

SIDFORD CAR SALES, LTD., 98-116 Commercial Rd., Southampton. Phone 25252. 867-21.

MORRIS-COMMERCIAL 5-ton long-wheelbase diesel (Saurer) 1953 lorry, good condition, £1,95, any trial.
CHESAIDE shovel, 1 yd., with P6 diesel, 1952, excellent working order, £195, any trial.
EDWARD SPARSHATTS, Bordesley Green Rd., Birmingham 9, Victoria 4933. 867-64.

1955, October, MORRIS LD2 30-cwt. van, in very good condition, £255. Edgware 2572. 867-139.

1957, July, MORRIS B.M.C. normal-control 5-yd. tipper, recently completely overhauled, in excellent condition, £625.
1957 MORRIS B.M.C. forward-control 7-ton long-wheelbase drop-side truck, recently fitted new engine and gearbox, £525.
SPARSHATTS, Millbrook, Southampton on 72596. 867-129.

1958 5-ton MORRIS diesel platform truck, special body, 37,000 miles only, maroon, no writing, six months' guarantee, £750. L. F. Dove (C.V.), Ltd., Lower Addiscombe Rd., Croydon, Surrey. Addiscombe 3131. 867-461.

Used Goods Vehicles (contd.)

PALMER

MORRIS AND
RELIABLE used
PALMERSTON
75-77 Penton

1955 MORRIS condition
3139, 37529.

1958 MORRIS
1949 MORRIS
purchase terms.
(Motors), Ltd., The
Id., Stratford.
after hours).

1947 SCAMMELL
new blo
Edgware 2572.

ARLINGTON M
23-FT. SCAMM
USED SCAMM
ARLINGTON M
Enfield, Middx.

1955 SCAMM
3 knock-out
engine, 6-cyl.
Stevens 174.

SCAMMELL, 15-
cwt., 6-cyl.
HENRY EATON
Manchester.

1956 SEDDO
wood p
(600).
SPARSHATTS, M

P6 Diesel fuca-
tion, £375.
SIDFORD CAR
Southampton.

1950 trailer,
Cowley Rd., Oxfor

1953 SEDDO
excellent

1954 SEDDO
througho
HENLYS, Austi

1955 SEDDO
form, R
Lid., Nottingham

1952 SEDDO
lorry, E

1949 SEDDO
or term

1954 SEDDO
SEDDO

1952 SEDDO
HENRY EATON
Manchester.

1948 SEDDO
£150.
nagers, Graha
Sales Dept.
est. 11), Blackfri

£125, VANG
engine

£275, STAN
Or exch

H.P.
JOHN JORDAN
271.

1957 STAND
3872.

1955 THOR
platform
SPARSHATTS.

WANTED, 6V
Lid., Middleton
Ryham 743.

1954 Diesel
SIDFORD CAR
Southampton.

1954 TROJA
H. of two
H. of Sea. Ph

1959 small n
FRIDAYS, of S

Used Goods Vehicles (contd.)

PALMERSTON OF KINGSTON.
MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.
RELIABLE used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD.
75-77 Fenby Rd., Kingston 5618. 867-278

1955 MORRIS diesel 2-ton long-wheelbase, very good condition, £225. 17 Pearl St., Sheffield. Phone 867-321

1958 MORRIS 1-ton van, specimen condition, petrol, £225.
1949 MORRIS-COMMERCIAL 2-ton van, petrol, good running order, £45. Confidential hire-purchase terms. Part-exchanges. Graham Brothers (Motors), Ltd., The Commercial Sales Dept., 799 Chester Rd., Streteford. Tra 3311 (ext. 11). Blackfriars 9935 (after hours). 867-434

SCAMMELL

1947 SCAMMELL 45-ton lorry, late-type engine with new blower with £100 worth of spares, £550. Edgware 2572. 867-146

ARLINGTON MOTOR CO., LTD., offer—
23 FT. SCAMMELL coupling boxvan semi-trailer.
USED SCAMMELL 23-ft. 10-ton trailer.

ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 867-383

1953 SCAMMELL 25-ton low-loader, 22 ft. in. well, knock-out axles, air brakes, an excellent unit complete with all equipment.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 867-328

SCAMMELL 15-ton 8-wheel 25-ft. platform lorry, 6LW engine, 6-speed gearbox £475 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3416. 867-313

SEDDON

1956 SEDDON forward-control P6 6.7-tonner, alloy-wood platform, excellent all-round condition, £600.

SPARSHATT, Millbrook, Southampton 72596. 867-121

P6 Diesel 6-cu.-yd. tipper, two owners, excellent condition, £375.

SIDFORD CAR SALES, LTD., 98-116 Commercial Rd., Southampton. Phone 25252. 867-19

1950 SEDDON diesel artic. unit with 24-ft. platform trailer, £250. Dreshborough Park Autos, 474 Cowley Rd., Oxford. Phone 78361. 870-8877

1953 SEDDON 7-ton platform, P6 engine, good tyres, excellent condition, £225. Edgware 2572. 867-142

1954 SEDDON flat, P6 engine, in sound condition throughout, £300 o.n.o.

HENLYS, Austin House, Victoria St., Bristol 27757. 867-208

1955 SEDDON Mk. 12, normal control, 18-ft. platform, R6 engine, £400. Cottee and Edwards, Ltd., Nottingham 46674. 867-211

1952 SEDDON P4 3-ton long-wheelbase platform lorry, £295.

1949 SEDDON 6-ton P6 long-wheelbase flat, £185, or terms arranged.

1952 SEDDON P4 3-ton boxvan, £125.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3416. 867-314

1948 SEDDON 6-ton long-wheelbase truck, diesel, £150. Confidential hire-purchase terms. Part-exchanges. Graham Brothers (Motors), Ltd., The Commercial Sales Dept., 799 Chester Rd., Streteford. Tra 3311 (ext. 11). Blackfriars 9935 (after hours). 867-452

STANDARD

£125. VANGUARD pick-up with tilt, recent factory engine, £125.

£275. STANDARD 10 pick-up 1956, green.

Or exchanges. Open Sunday mornings.

H.P. JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271. 867-113

1957 STANDARD VANGUARD diesel van, 32,000 miles, very good condition, £350. Edgware 3572. 867-144

THORNYCROFT

1955 THORNYCROFT tractor unit, with Tasker platform trailer, complete, £650.

SPARSHATT, Millbrook, Southampton 72596. 867-122

Thornycroft Wanted

WANTED. THORNYCROFT 6- and 8-wheelers with Gardner 6LW engine. Walker Bros. (Heysham), Ltd., Middleton Rd., Middleton, Morecambe. Phone, Heysham 743. 867-208

TROJAN

1954 Diesel one-ton van, £195.

SIDFORD CAR SALES, LTD., 98-116 Commercial Rd., Southampton. Phone 25252. 867-22

1954 TROJAN diesel 15-cwt. van, P3 engine, choice of two cheap.

F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 867-497

VOLKSWAGEN

1959 VOLKSWAGEN pick-up, grey, all-steel body, small mileage, £485.

F. FRIDAYS, of Sittingbourne. Phone, Sittingbourne 1421. 867-114

Used Goods Vehicles (contd.)

VULCAN
VULCAN 6.7-ton, 1950, diesel, fitted with a large van body.
VULCAN, 1951, platform body, diesel.
DARTMOUTH GARAGE, 384-386 High St., West Bromwich. Phone, Wes 2441-6. 867-103

UNCLASSIFIED

FORD AND SLATER, LTD.

LEYLAND, ALBION, SCAMMELL.

TIPPERS.

1958 LEYLAND Comet medium-wheelbase tippers, 14-ft. timber and alloy bodies, choice of three.

1957 LEYLAND Comet medium-wheelbase tippers, 14-ft. timber bodies, choice of three.

1956 LEYLAND Comet medium-wheelbase tippers, 14-ft. timber bodies, choice of two.

1955 LEYLAND Comet medium-wheelbase tipper, 13-ft. 4-in. by 4-ft. timber fixed-side coal body.

1954 LEYLAND Comet medium-wheelbase tipper, 14-ft. timber bodies, choice of two.

1953 LEYLAND Comet medium-wheelbase tipper, 14-ft. alloy drop-side body, service engine and differential.

1950 LEYLAND 75 tipper, 10-ft. 9-in. timber body.

1958 BEDFORD 7-ton tipper, G.M.C. engine, 14-ft. by 4-ft. steel body.

1957 BEDFORD 5-ton tipper, petrol, 12-ft. steel drop-side body.

1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.

1953 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.

1954 BEDFORD 7-ton tipper, petrol, U-shaped steel body.

1955 AUSTIN 5-ton tipper, 12-ft. timber body.

1957 AUSTIN 5-ton tipper, 9-ft. timber body.

1953 SEDDON 4-ton tipper, P4, 10-ft. timber body.

1948 SEDDON 6-ton tipper, P6, 11-ft. 6-in. timber body.

1951 MORRIS 5-ton tipper, 5-cu.-yd. timber body.

1955 DODGE 7-ton tipper, R6, 13-ft. 6-in. timber body.

PLATFORM

1959 LEYLAND Comet long-wheelbase F.C., 19-ft. timber flat.

1953 LEYLAND Comet medium-wheelbase N.C., 16-ft. 6-in. timber flat.

1958 FORD Trader 7-ton artic., 22-ft. Carrimore trailer.

1958 AUSTIN 7-ton F.C. diesel, 16-ft. 6-in. timber drop side.

1957 AUSTIN 5-ton N.C. diesel, 14-ft. 3-in. timber flat.

1957 COMMER TS3, 19-ft. timber drop side.

1956 COMMER TS3, 18-ft. timber drop side.

1956 BEDFORD 7-ton R6, 16-ft. timber flat.

1955 BEDFORD 7-ton, petrol, 16-ft. timber flat.

1955 DODGE 6-ton, P6, 16-ft. timber drop side.

1952 DENNIS Max 20-ft. timber flat.

1956 ALBION Chieftain, 16-ft. 6-in. timber drop side.

1950 MAUDSLAY 7-ton 20-ft. timber flat.

1948 MAUDSLAY 7-ton 20-ft. timber flat.

1948 MAUDSLAY Twin Steer, 20-ft. timber flat, choice of two.

1954 SENTINEL 7-ton 17-ft. 9-in. timber flat.

1950 SEDDON 6-ton P6, 16-ft. 9-in. timber flat.

VANS.

1953 SEDDON 7-ton P6, 750 cu. ft.

1955 BEDFORD 7-ton R6, 16-ft. 9-in. by 7-ft. 6-in. by 7-ft. 6-in. box body.

FORD AND SLATER, LTD.

LEYLAND, ALBION.

GWENDOLEN ROAD, LEICESTER.

Phone 36117-9. 867-65

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD, TOTTENHAM.

LONDON, N.15.

Phone, Stamford Hill 8000.

MAIN retail dealers for Austin Commer vehicles and sole distributors for Thornycroft commercial vehicles for London and Home Counties North of the Thames.

USED LUTONS FROM STOCK.

1955 AUSTIN 3-ton normal-control diesel 1,150-cu.-ft. Luton van.

1952 BEDFORD passenger-chassis integral panchnion, 1,500 cu. ft., Perkins diesel conversion June, 1958, in grey primer.

1951 BEDFORD passenger chassis, as above.

1951 GUY Wolf 3-ton 1,000-cu.-ft. Luton van.

MISCELLANEOUS USED COMMERCIALS.

1957 BEDFORD Workbox, red-cream, £375.

1958 AUSTIN Omnivan, repainted grey, £325.

1953 GUY Wolf 3-ton P4 diesel 18-ft. double-drop-side truck, £450.

1950 DODGE 5-ton P6 16-ft. platform truck, £250. 867-75

Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD-MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

YORK trailer—full range nearly always in stock, 20-ton tandem axle, up to 27 ft.

TRADE for: Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

BEDFORD, normal control, 7-ton, Teletelost gear and fixed-side steel body, 9.00 x 20 tyres to rear, 8.25 x 20 tyres to front, 300 diesel engine, 2-speed axle, several available for immediate delivery, in primer, £1,500.

BEDFORD 15-cwt. long-wheelbase van, with additional passenger seats, in primer, delivery from stock, £493.

BEDFORD 15-cwt. long-wheelbase van with 4-berth caravan conversion, Avon blue and white, complete with Calor gas unit, rear door cabinets, delivery from stock, £589.

BEDFORD 7-ton forward-control 6-cu.-yd. steel-body tipper, 300 diesel, 825 x 20 12-ply tyres, £1,389 5s. 6d. Two available.

YORK 26-ft. 12-ton platform trailer, S.A.E. coupling, with headboard, £900.

DENNIS 15-20 low-loading semi-trailer, 20 ft. in well, S.A.E. coupling, vacuum brakes, £1,575.

A.E.C. Mercury, Mark L, 16-ft. 3-in. wheelbase, air brakes, chassis and cab, £2,395 12s.

FORD new 4-wheeler, with air discharge equipment, and tipping, can be used as an ordinary platform vehicle.

BEDFORD 12-ton, Comet engine, 5-speed gearbox, 2-speed axle, 8.25 x 20 tyres, S.A.E. coupling, tractor unit complete with York 26-ft. 12-ton platform trailer, £2,650. We will separate.

L. and ROVER, 88 in. diesel, metal cab, green, £753 17s.

L. Thames Trader, 7-ton, diesel, 6-yd. standard steel body, 4-berth tipping gear, 9.00 x 20 tyres, new type braking, £1,420. Two available.

LONG WHEELBASE.

DENNIS 1947 Max, double-drop-sides, quite clean condition throughout, still has a lot of life left, £225.

BEDFORD 1954 7-ton long-wheelbase, fitted with Balcin 3-ft. wheelbase extension and new 20-ft. platform body, Perkins R6 Mark II engine recently fitted, 9.00 x 20 12-ply all round. This vehicle is in exceptionally good condition throughout, £800.

BEDFORD 1956 long-wheelbase, R6 engine, 7-ton, 9.00 x 20 12-ply, very well cared for by one owner-driver, £650.

BRISTOL 1953 8-wheeler, 24-ft. platform body, in good condition throughout, £1,000.

THORNYCROFT Sturdy, 1949, diesel, fitted with good cattle truck body, £375.

BEDFORD 1953 5-ton petrol platform, one owner since new, exceptionally good condition throughout, £325.

BEDFORD 1955 5-ton P6 A type standard drop-side, £625.

DENNIS Stork, 1954, good condition throughout, good 4-tonner for local delivery, walk-in cab, £250.

ALBION Chieftain, 1954, Austin diesel, long-wheelbase platform, good condition, £450.

BEDFORD 1954 A type 5-ton long-wheelbase drop-side, fitted with brand new Perkins P6 engine, £400.

BEDFORD 1955 7-ton petrol long-wheelbase drop-side, good condition, £350.

BEDFORD 1957 R6 Boys rigid 6-wheeler, 21-ft. platform body, clean condition throughout, £1,250.

BEDFORD 1954 5-ton long-wheelbase petrol chassis-cab, fitted with 560-cu.-ft. boxvan body, well constructed, 15 ft. in long, 8 ft. 6 in. headroom, 7 ft. 3 in. wide, tailboard and doors, £350.

SENTINEL 1955, fitted with Gardner 5LW engine, vertical in the cab, trailing axle 6-wheeler, all good tyres, platform body, this engine was fitted new about a year ago and the complete machine is in exceptionally good condition and performs well, £750.

BEDFORD 1954 7-ton long-wheelbase drop-side, R6 engine, good condition throughout, £350.

BEDFORD 1957 3-ton long-wheelbase platform, Comet engine, all good tyres, one owner, £750.

BEDFORD 1951 7-ton petrol long-wheelbase platform, good condition throughout, £200.

MORRIS 1949 6-ton long-wheelbase platform, diesel, good condition, all good tyres, £150.

1948 4LK long-wheelbase drop-side, fair E.R.F. condition, £125.

SEDDON, several 1948-53, £75 to £175.

TIPPERS.

DODGE 1957 diesel 205A PG 7-ton normal-control wood drop-side tipper in excellent condition, £225.

BEDFORD 1954 7-ton R6 U-shaped tipper, good condition, £650.

BEDFORD, 1958, long-wheelbase wood body, Pilot front ram tipper, double drop-sides, Comet engine, 9.00 by 20 tyres, £1,000.

1949 4LW Gardner standard wood-body E.R.F. tipper, very careful operator, £750.

VULCAN 1952 7-ton TGF, 4LW Gardner engine, all-steel cab, wood drop-side tipper, £850.

A.E.C. Mercury 1956 standard wood-body tipper, underbody tipper gear, in good condition, £1,300.

BULKERS.

BEDFORD, second-hand, fitted with new air-discharge equipment, can be used as an ordinary platform vehicle, £2,650.

TRAILERS AND ARTICULATED.

BEDFORD Scammell, 1954, 10-ton tractor unit, R6 engine, all good tyres, ex-Chevrolet operator, £500.

DODGE 1953 P6 tractor unit, fitted with S.A.E. coupling, good condition, £500.

1940, Gardner 5LW, complete with low-loading trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit is well known C-lift user, £2,000.

AUSTIN 1953 P6 Loadstar tractor unit, 21-ft. Tasker trailer, good condition throughout, £425.

AUSTIN 1951 petrol Loadstar, fitted with 21-ft. Tasker trailer, good condition, £350.

HARRY DANDO.

VAUXHALL MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

Used Goods Vehicles (contd.)

BEDFORD PRICES DOWN.

YOUR INSPECTION INVITED.

COMPARE OUR PRICES.

WE GUARANTEE TO GIVE YOU SATISFACTION AND SAVE YOU MONEY.

- 1960** YOUR VEHICLE TAKEN IN PART-EXCHANGE.
1959 COMMERCIAL 15-ton wheelbase 18-ft. drop-side
Homalloy flat, £1,375.
1959 COMMERCIAL TS3 7-ton medium-wheelbase steel
drop-side bodied tipper, 9.00 x 20 tyres, air
brakes, £1,075.
1959 COMMERCIAL TS3 with 10-ton Unipower 6-wheel
extension, double-ram 4L tipper, air brakes,
£1,500.
1959 FORD Trader 6D articulator with 24-ft. B.T.C.
10-ton trailer, £1,150.
1959 BEDFORD J-type diesel tippers, 2-speed axle,
Bedford 300 engine, all-steel square bodies,
choice of four, each £775.
1959 B.M.C. 7-ton flat, power steering, high-speed
differential, 9.00 x 20 tyres, very clean, £875.
1959 BEDFORD 5-ton diesel truck, 15-ft. 6-in. body,
low mileage, as new, £775.
1959 FORD Trader 6D 7-ton tipper, very clean,
choice of two, each £915.
1959 FORD Trader 6D 7-ton platform lorry, choice
of 10, from £725.
1959 GUY Otter tipper, 8-cu.-yd. double drop-side
all-steel, square body, 4LK Gardner engine,
2-speed axle, £1,050.
1959 FORD 15-cwt. Luton van, as new, £600.
1958 BEDFORD D-type, 300 diesel engine, 6-ton
short-wheelbase tipper, very good condition,
choice of three, £725.
1958 GUY Otter, 4LK Gardner engine, 17-ft. 6-in.
flat, 2-speed axle, £775.
1958 BEDFORD S-type diesel drop-side truck, 300
engine, £700.
1957 October, FORD Trader 4D long-wheelbase
3-ton chassis and cab, £565.
1957 (Late) BEDFORD long-wheelbase S-type, 300
engine, chassis and cab, £495.
1957 B.M.C. 7-ton flat, 6-cylinder diesel engine, 9.00
x 20 tyres, power steering, Eaton 2-speed axle,
bargain, £585.
1957 December, FORD 4D long-wheelbase extended
chassis and cab, £525.
1957 BEDFORD 7-ton flat S-type, 300 engine, £650.
1957 FORD Trader 6D long-wheelbase tipper, large-
capacity cab body, £725.
1957 FORD Trader 6D Luton van, extended chassis,
1,400 cu. ft., £975.
1956 May, AUSTIN B.M.C. 5-ton diesel long-wheel-
base flat, £550.
1956 FORD short-wheelbase wooden-bodied tipper,
P6 engine, £300.
1956 AUSTIN 5-ton flat, diesel engine, £350.
1956 COMMERCIAL TS3, 18-ft. 6-in. flat, 9.00 x 20 tyres,
£500.
1956 AUSTIN 20-ft. flat, petrol engine, 2-speed
axle, £350.
1956 December, 5-ton BEDFORD drop-side truck,
in immaculate condition, £725.
1956 BEDFORD S-type artic. with 25-ft. Brockhouse
trailer, diesel engine, well tired, £325.
1956 B.M.C. 7-ton long-wheelbase flat, 5.1-litre
diesel engine, £350.
1956 DODGE long-wheelbase drop-side diesel tipper,
to clear, £375.
1955 ATKINSON Luton van, complete new body,
1,650-cu.-ft. capacity, 4LK Gardner engine,
£1,000.
1955 November, FORD 4D 30-cwt. diesel van,
standard body, £250.
1955 AUSTIN Luton van, 900 cu. ft., 4-cylinder
B.M.C. diesel engine, £395.
1954 SEDDON 3-ton boxvan, diesel engine, choice
of two, each £275.
1954 SEDDON Mk. VII flat, 15-ft. body, £250.
1954 DODGE long-wheelbase drop-side truck, P6
engine, 9.00 x 20 tyres, very clean, £295.
1954 BEDFORD 30-cwt. van, Perkins P4 engine,
separate cab, £285.
1954 ALBION Chieftain long-wheelbase platform
truck, diesel engine, £195.
1954 AUSTIN Luton van, diesel engine, 950-cu.-ft.
capacity, £275.
1952 BEDFORD short-wheelbase tipper, diesel
engine, very sound, £225.
1952 MORRIS-COMMERCIAL Luton van, Saurer
engine, 1,000 cu. ft., £225.

YOUR INSPECTION INVITED.

LET US QUOTE YOU FOR A BODY (ALL TYPES)
BUILT TO YOUR OWN SPECIFICATION.

W. JONES (CHESTER), L.T.D.

TROJAN AGENTS,
RUTLAND STREET GARAGES,
SWINTON.

All inquiries: Phone, Swinton 2036 and 2037.

Telegraphic address: Moniekaver, Swinton, Lancs.

GARAGE OPEN DAILY (INCLUDING SUNDAYS).
WEEK-END 10 A.M. TO 5 P.M. 867-234

PETERBOROUGH ENGINEERING CO., L.T.D.

- 1959** Thames 6D short-wheelbase tipper, 7-cu.-yd.
body, immaculate, £950.
1957 BEDFORD, Leyland Comet engine, long-wheel-
base truck, £650.
1957 BEDFORD S 300 diesel long-wheelbase drop-
side truck, in good condition, £650.
1956 BEDFORD R6 long-wheelbase drop-side truck,
clean and well used, £450.
1955 DODGE 146AR6 drop-side truck, clean, £650.
1952 SEDDON P6 Scammell tractor, £300.
1952 SEDDON P6 long-wheelbase 20-ft. platform
body, very clean, £350.

36-42 EYE ROAD,

PETERBOROUGH.

Phone 66161.

867-257

Used Goods Vehicles (contd.)

OSWALD TILLOTSON, L.T.D.

SUMMIT WORKS,
BURNLEY.

Phone 2201-4.

PRESTON STREET, BRADFORD, 7.

Bradford 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.

Pendleton 2845-6.

- 1955** LEYLAND Octopus, 600 engine, 5-speed box,
double drive, brakes, good condition; choice of
three.
1953 ATKINSON 8-wheeler, 6LW Gardner engine,
5-speed gearbox, double drive, 24-ft. 6-in.
timber body.
1953 THORNycroft Tident tipper, 12-ft. 6-in.
timber body, 4-ft. sides, twin underbody gear,
very good condition.
1957 LEYLAND Octopus, in very good condition.
1958 COMMERCIAL TS3 6-wheeler, Boys axle, 22-ft.
6-in. body, air brakes.
1954 LEYLAND, Comet 90 engine, bonneted-type
19-ft. body, 2-speed axle, tidy condition.
1957 LEYLAND Octopus, 24-ft. 6-in. timber body,
excellent condition.
1956 ALBION Reiver, 23-ft. timber body, double
drive, 4-cylinder Albion engine; choice of four.
1955 ALBION Chieftain, 17-ft. timber body, 18-in.
side and tailboard, very good condition.
1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in.
body, good condition.
1952 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in.
body, good condition.
1957 FODEN 8-wheeler, 2-stroke engine, 24-ft. 6-in.
timber body, sound condition.
1956 GUY Warrior, Meadows engine, 5-speed gear-
box, 2-speed rear axle, 21-ft. body, good con-
dition.
1956 SEDDON MKD, Perkins P6 engine, 2-speed
rear axle, fitted with Luton van body, 21 ft.
long, very good condition.
1956 Selection of BEDFORD 7-ton flat tippers,
both petrol and oil, good condition.
1958 A.E.C. Mercury tractor, less fifth wheel, choice
of two, excellent condition.
1955 Selection of FORD tippers and flats, all 4D.
1955 SEDDON SL, Perkins P6 engine, 16-ft. wooden
platform body, good condition.
1954 AUSTIN Loadstar, P6 engine, 12-ft. 6-in.
wooden platform body, good condition.
1956 ATKINSON 8-wheeler, 6LW Gardner engine,
double drive, platform body, good condition.
1959 Thames Trader tractor unit, fifth-wheel coupling.
1954 AUSTIN Loadstar tipper, B.M.C. 4-cylinder
diesel engine.
1957 ALBION Clydesdale tipper, Leyland engine,
14-ft. 6-in. wood body.
1956 BEDFORD A-type tractor unit, Scammell
coupling.
1954 ALBION Comet 90 tractor unit, fifth-wheel
coupling.
1957 COMMERCIAL TS3 6-wheeler, Boys axle, 23-ft.
body.
1958 LEYLAND 8-wheeler, double drive, 23-ft. 6-in.
platform body, good condition.
1955 COMMERCIAL TS3 tipper, 11-ft. 6-in. wood tipping
body, single-ram undergear.

PHONE OR CALL

PART-EXCHANGES ARRANGED.

867-302

CAR MART, L.T.D.

SIX MONTHS' GUARANTEE
WHERE STATED

- 1958** FORD Escort Estate car, guaranteed, £425.
1959 FORD Thames 15-cwt. van, 14,000 miles, £395.
1958 LAND ROVER truck and tilt, 88-in. wheelbase,
1,800 miles, £405.
1957 BEDFORD 2-ton forward-control long-wheelbase
petrol truck, £175.
1957 MORRIS Minor 5-cwt. van, guaranteed, £295.
1957 BEDFORD 10-12-cwt. van, guaranteed, £295.
1955 FORDSON 3-ton 4D diesel long-wheelbase
drop-side truck, £425.

THE CAR MART, L.T.D.

WELSH HARP,
EDGEWARE ROAD, N.W.9.

Hendon 6500.

867-60

T. C. HARRISON, L.T.D.

MAIN FORD DEALERS,
LONDON ROAD,

SHEFFIELD.

Phone 29091.

- 1952** COMMERCIAL 7-ton forward-control long-wheelbase
petrol truck, £150.
1954 COMMERCIAL 7-ton forward-control long-wheelbase
petrol truck, £175.
1954 COMMERCIAL 7-ton long-wheelbase truck, £125.
1957 DODGE 7-ton tipper, 5-speed gearbox, £575.
1953 BEDFORD 7-ton flat truck, £250.
1956 BEDFORD tipper, petrol, all-steel body, £200.
NEW Thames Trader diesel articulated chassis-cab, ex
stock.
NEW Thames Trader 5-ton 152-in. 6D chassis-cab, ex
stock.
NEW Thames Trader 5-ton 108-in. 6D drop-side tipper,
ex stock.

ASSOCIATED WITH

WEST RIDING MOTOR CO.,

SHEFFIELD ROAD,

ROTHERHAM.

Phone 77296.

867-516

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION.

LONGTON, PRESTON, LANCs, 3255-6.

GLASGOW, BELL 0073.

CARLISLE 25422.

COMMERCIAL AND PASSENGER VEHICLE
SPECIALISTS.

EARLY DELIVERY ALL MODELS.

NEW ALBION

REIVERS, CHIEFTAINS, CIAYMORES AND
FORD THAMES TRADERS.

- 1958** ALBION Clydesdale, 21-ft. 6-in. platform body,
alloy sides, full-vision cab, 6-speed gearbox,
9.00 x 20 tyres, as new, all in exceptional condition.
1958 BATES 30-cwt. diesel-powered dumper, choice
of two, excellent condition.
1957 ALBION Clydesdale 20-ft. flat, Comet engine,
fibreglass cab, excellent condition throughout,
including tyres.
1956 ALBION Reiver 6-wheel double-drive, 21-ft.
6-in. platform body, good order throughout.
1956 October, A.E.C. 9.6 Majestic twin-steer plat-
form lorry, air brakes, good order throughout.
1956 unladen weight 5 tons 14 cwt. 56 lb.
July, LEYLAND Comet 90 hydraulic tipper,
10-cu.-yd. all-metal body, unladen weight
4 tons 5 cwt.
1953 ALBION Chieftain, body rough, unladen weight
2 tons 19 cwt. 98 lb., best offers over £180.
1952 Vanguard van, new diff., good order.
1952 E.R.F., 51LW unit, good order throughout,
including cab and 18-ft. flat, and tyres as new,
unladen weight 4 tons 18 cwt. 2 qr.
1951 FORD Thames petrol lorry, 14-ft. platform,
unladen weight 2 tons 12 cwt. 28 lb.
1950 COMMERCIAL (petrol) 5-ton, fitted 2-tier stamp
float, good order, unladen weight 3 tons 4 cwt.
34 lb.
1949 MAUDSLAY Meritor 8-wheel double-drive
chassis and cab on order.
1949 ATKINSON 4LK unit platform lorry, good
order, unladen weight under 3 tons.
1948 SEDDON 15-ton unit platform lorry, good running
order, unladen weight 2 tons 17 cwt. 67 lb.
1948 LEYLAND Comet platform lorry, good order,
ex-brewery.

ENGINES.

7.7 engines from £50 each. Leyland 74
8.6 Leylands from £35 each.

MILLBURN MOTORS (PRESTON), L.T.D.

WALMER BRIDGE, LONGTON,

PRESTON, LANCs.

Phone, Longton, Lancs 3255-6.

867-106

BEECH'S GARAGE (HANLEY), L.T.D.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

- 1959** November, GUY Lightweight 8-wheeler, 3-
speed axle, 24-ft. alloy flat with wood floor,
9.00 x 20 tyres, in good condition.
1952 LEYLAND Octopus 8-wheeler, 24-ft. platform
body, 9.00 x 20 tyres.
1958 COMMERCIAL diesel 6-wheeler, Boys extension,
22-ft. drop-side body, 9.00 x 20 tyres, air
brakes, in excellent condition.
1957 SEDDON long-wheelbase hydraulic tipper,
fixed-side body, 15 ft. by 4 ft. by 7 ft. 7½
engine, 8.25 x 20 tyres, in good condition.
1953 A.E.C. Menarch, 7.7-litre engine, 10.00 x 20
tyres, 15-ton platform body, ex C license unit,
in first-class condition.
1954 BEDFORD A-type petrol steel-bodied tipper,
choice of several.
1957 FODEN 8-wheeler, 24-ft. platform body, 6LW
engine, double drive, 9.00 x 20 tyres, in ex-
cellent condition.
1959 September, FORD 7-ton Trader, 17-ft. drop-
side body, 9.00 x 20 tyres, in very good
condition.
1959 B.M.C. 7-tonner, 18-ft. platform body, 2-speed,
9.00 x 20 tyres.
1954 BEDFORD 2-ton Spurling van, in very good
condition.
NEW BEDFORD 12-ton tractor, Scammell coupling,
New Bedford engine, 5-speed box.

BEECH'S GARAGE (HANLEY), L.T.D.

LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S-on-T. 23038 and 23039.

867-100

CARMICHAELS FOR COMMERCIALS.

LEYLAND AND ALBION STOCKISTS.

LET US KNOW YOUR REQUIREMENTS.

- 1959** STANDARD 6-cwt. van, 9,000 miles only, £390.
1959 BEDFORD 4-ton N.C. diesel truck, 25,000
only, £725.
1957 COMMERCIAL TS3 7-ton platform truck, £875.
1956 B.M.C.-AUSTIN 5-ton F.C. diesel drop-side
truck, £575.
1955 COMMERCIAL 5-ton N.C. diesel drop-side truck,
£450.
1954 FORD 4D 34-ton N.C. diesel drop-side truck
(fitted with reconditioned engine), £300.
1953 September, BEDFORD 7-ton F.C. diesel drop-
side truck (good tyres and reconditioned
engine), £400.
1953 SEDDON 5-ton F.C. diesel platform truck,
£450.
1952 AUSTIN Loadstar 5-ton petrol 3-way tipper
(reconditioned engine), £250.
1950 FORD 4-ton parcel van, diesel, £100.

SEVERAL OTHER TRUCKS CHEAP TO CLEAR.

CARMICHAEL AND SONS (WORCESTER), L.T.D.

CLERKENLEAP,

NEAR WORCESTER.

Phone, Kempsey 417 or 439.

867-61

Used Goods V

COVENT

COMMERCIAL

FORD

SEDDON seven-ton

5-speed gearbox,

etc., last price

DODGE 3144Z

engine, David I

LAND ROVER

etc., last price

WE OFFER R

SEDDON

CLEAN USE

FORD Thames T

standard all-met

DODGE 1956 at

condition all ru

SEDDON 1951 t

3 well tired all

£400.

FORD Thames T

one owner from

BEDFORD 1956

reasonably well

DODGE 1957 star

9.00 x 20 tyres

£100.

SEDDON 1956 M

loading headbo

mond, £575.

THESE ARE A S

"WE MAY I

OUR LISTS

WRITE.

ATKINSON.

2

ST

H

HERWIN

F

FOR immediate d

THAMES Trader

M

MORRIS 3-ton

M

MORRIS Cowley

MORRIS J2 15-c

THAMES 15-cwt.

1958 MORRIS

1958 AUSTIN

1956-7 BEDF

HERALD CANN

After 7 p.m. p

DUN

TAU

PH

FOR

1946 BEDFORD

1960 Second-h

wheelbase

1960

B

BRADBURY

MORRIS, MORR

RETAIL

MORRIS.

1958 MORRIS

single-spe

1956 7-ton dro

1954 5-ton for

1953 5-ton for

1954 30-cwt.

MISCELLANEO

1956 FORD 4

1953 AUSTIN

1955 AUSTIN

DISTRIBUTORS'

TERMS and part

SHOWROOMS: D

Wolverhampton

Used Goods Vehicles (contd.)

COVENTRY AND JEFFS, L.T.D.
COMMERCIAL VEHICLE SPECIALISTS.
NEW
FOR DELIVERY NOW.

SEDDON seven-tonner standard double-drop-side truck, 6-speed gearbox, Leyland engine, cab heater, flashing lights, etc., list price.
DODGE 3144AZ tipper chassis and cab, 375 Leyland engine, David Brown gearbox, 18800 Eaton axle, list price.
LAND ROVER diesel 109 wheelbase, complete with tilt, etc., list price.

WE OFFER REASONABLE DELIVERY ON THE FULL RANGE OF
SEDDON AND DODGE TRUCKS.
CLEAN USED SECOND-HAND VEHICLES.
TIPPERS.

FORD Thames Trader, owner-driven, 7,000 miles only, standard all-metal tipper, as new, £1,350.
DODGE 1956 standard 103AP6 tipper, in first-class condition all round, a real clean truck, £650.
SEDDON 1951 twin-ram underfloor gear, reasonably well tired all round, ready now for some hard work, £400.
FORD Thames Trader standard 7-ton truck, well tired, one owner from new, £850.
BEDFORD 1956 standard 5-ton drop-side truck, clean, reasonably well tired, one owner, £525.
DODGE 1957 standard 7-ton drop-side, 18-ft. 6-in. body, 9.00 x 20 tyres, Perkins R6-2 engine, a clean truck, £600.
SEDDON 1956 Mk. 5L flat platform truck, with high loading headboard, Perkins P6 engine, well tired all round, £575.

THESE ARE A SMALL SELECTION OF OUR USED TRUCKS.

"WE MAY HAVE THE ONE YOU NEED."
OUR LISTS CHANGE DAILY WHY NOT
WRITE, PHONE OR CALL.

ATKINSON. DODGE. SEDDON. FORD.
24-HOUR SERVICE.
STAFFORD STREET,
BEDMINSTER,
BRISTOL, 3.
Phone 6-4661. 867-48

HERWIN CANNY AND CO., L.T.D.

FOR immediate delivery.
THAMES Trader 6-cu.-yd. tipper.
MORRIS 3-ton forward-control long-wheelbase diesel.
MORRIS Cowley 10-cwt. van.
MORRIS J2 15-cwt. van.
THAMES 15-cwt. van.
1958 MORRIS J2 15-cwt. van, £325.
1958 AUSTIN A95 Countryman, £715.
1958 7 BEDFORD 7-ton truck, new R6 engine and new tyres, £550.
HERWIN CANNY AND CO., LTD. Woolwich 8161.
After 7 p.m. phone, Longfield 2524. 867-84

DUNNS MOTORS, L.T.D.
TAUNTON AND EXETER.
Phone, Taunton 2607-8.
FOR COMMERCIAL, KARRIER.

1946 BEDFORD 3-ton van, £100.
1960 Second-hand 7-ton COMMER TS3 13-ft. 6-in. wheelbase drop-side, low mileage, oversize tyres. 867-115

BRADBURN AND WEDGE, L.T.D.
DISTRIBUTORS.
MORRIS, MORRIS-COMMERCIAL, M.G., RILEY.
RETAIL DEALERS WOLSELEY.

MORRIS.
1958 MORRIS 7-ton drop-side lorry, power steering, single-speed axle.
1956 7-ton drop-side lorry, diesel, fitted power steering, 2-speed axle.
1954 5-ton forward-control drop-side lorry, diesel.
1954 5-ton forward-control drop-side lorry, 5.1-litre diesel.
1953 30-cwt. normal-control drop-side lorry, petrol.

MISCELLANEOUS.
1956 FORD 30-cwt. normal-control drop-side lorry, diesel.
1953 AUSTIN 5-ton Loadstar, petrol.
1955 AUSTIN large-capacity van.
DISTRIBUTORS' allowances on part-exchanges.
TERMS and part-exchanges arranged.
SHOWROOMS: Darlington St., Wolverhampton. Phone, 3 Wolverhampton 20456.
FULL range of MORRIS-COMMERCIAL and B.M.C. vehicles available for immediate demonstration and delivery. 867-167

Used Goods Vehicles (contd.)

RUFFORD MOTOR CO., L.T.D.
OFFER FOR EARLY DELIVERY NEW E.R.F. AND DODGE TRUCKS. ALL MODELS.
ALSO

NEW DODGE 7-ton hydraulic tipper, Leyland engine, immediate delivery.
NEW DODGE Boys 18-ft. tipper, Leyland engine, immediate delivery.
1953 A.E.C. 8-wheel hydraulic tipper, 9.6 engine, air brakes, 18-ft. alloy body with Carrimore tipping trailer.
1956 ATKINSON 8-wheel, 21-ft. flat, reconditioned engine, new tyres.
1954 ATKINSON 4LW, 15-ft. hydraulic tipper.
1951 ATKINSON 8-wheel 24-ft. drop-sided truck.
1956 BEDFORD 5-ton A-type long-wheelbase drop-sided truck.
1956 BEDFORD 7-ton long-wheelbase drop-sided truck.
1954 BEDFORD A-type 600 cube van, petrol engine.
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
1957 B.M.C. 7-ton, Baico extension, 20-ft. flat.
1955 DODGE R6 7-ton 15-ft. hydraulic tipper.
1954 DODGE long-wheelbase 13-ft. hydraulic tipper, P6 engine.
1953 DODGE 7-ton R6 15-ft. hydraulic tipper, new engine.
1947 E.R.F. hydraulic tipper, reconditioned 4LW engine, drop-sided.
1958 FODEN 8-wheel flat, latest-type 2-stroke engine, immaculate condition.
1946 FODEN 8-wheel D.D. hydraulic tipper, reconditioned engine, new tyres.
1958 FORD 7-ton Trader, flat.
1956 FORD D long-wheelbase truck, new engine.
1956 FORD D steel-bodied tipper, very clean.
1956 LEYLAND 8-wheel D.D. 22-ft. hydraulic tipper, very clean.
1952 LEYLAND Comet, choice of two.
1956 SEDDON long-wheelbase 15-ft. hydraulic tipper.
TILLING-STEVENS passenger chassis, fitted 1,500 cube furniture van body with seating for five passengers.
TRAILER, 24-ft. flat, double wheels, £275.
A LL types of bodies built in wood and alloy.
H IRE-PURCHASE, low deposits and part-exchanges.

MILE HILL GARAGE,
CHESTERFIELD ROAD NORTH,
MANSFIELD.
Phone 2314-5. 867-491

PRALLS (HEREFORD), L.T.D.
COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON. AUSTIN. FORD. DODGE.
1958 FORD 4-ton 4D diesel with 14-ft. 6-in. detachable stock container.
1956 BEDFORD 7-ton Perkins R6 diesel, 17-ft. drop-sided body.
1955 ALBION CHIEFTAIN 18-ft. alloy platform body.
1955 FORD Thames 4-ton 4D diesel 14-ft. platform.
1955 SEDDON P6 17-ft. drop-sided body.
1952 BEDFORD 7-ton petrol short-wheelbase tipper.
A.E.C. Malador 4 by 4 ex-M.O.S., unregistered, 7.7 engine, air brakes, H.D. winch.

PRALLS (HEREFORD), L.T.D.
HOLMER ROAD,
HEREFORD.
Phone 4221. 867-89

W. HAROLD PERRY, L.T.D.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1956 Thames 5-ton 4D tipper, £350.
1950 BEDFORD 3-ton long-wheelbase truck, £175.
1950 BEDFORD 5-ton long-wheelbase truck, £200.
1958 Trader 4D 5-ton platform, long wheelbase, £775.
1952 Thames 5-ton boxvan, long wheelbase, £195.
1956 Thames 4D 30-cwt. van, £375.
1956 Thames 4D 5-ton long-wheelbase truck, £475.
1956 Thames 4D 5-ton long-wheelbase platform truck, £525.
1953 SEDDON P6 7-ton long-wheelbase truck, £350.
1951 THORNycroft 6-ton Sturdy Star, £325.
1956 BEDFORD Luton van, 1,250 cu. ft., £625.
1956 SEDDON Mk. VIII P6 artic. unit with trailer, £1,300.
1956 Thames 30-cwt. truck, £275.
1956 Thames long-wheelbase 5-ton truck, 4D, £350.

HARROW 1031.
OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS
AND TO
5.30 P.M. SATURDAYS 867-118

Used Goods Vehicles (contd.)

TOM BYATT (STOKE), L.T.D.
OFFER SUBJECT TO BEING UNSOLD THE FOLLOWING USED COMMERCIAL VEHICLES.
THREE MONTHS' GENUINE WARRANTY—

JULY (1954) BEDFORD 3-ton diesel van, £300.
JUNE (1957) BEDFORD 6-ton medium-wheelbase diesel tipper, £700.
JANUARY (1959) BEDFORD 5-ton long-wheelbase diesel drop-side, £800.
SEPTEMBER (1953) BEDFORD 5-ton long-wheelbase diesel tipper, £250.
DECEMBER (1953) BEDFORD 7-ton short-wheelbase petrol tipper, £285.
DECEMBER (1955) BEDFORD 5-ton short-wheelbase diesel tipper, £400.
JUNE (1953) BEDFORD 7-ton long-wheelbase diesel tipper, £425.
DECEMBER (1955) BEDFORD 7-ton long-wheelbase diesel tipper, £475.
NOVEMBER (1956) BEDFORD 5-ton short-wheelbase diesel tipper, £550.
FEBRUARY (1954) BEDFORD 5-ton long-wheelbase diesel tipper, £300.
FEBRUARY (1955) BEDFORD 5-ton short-wheelbase diesel tipper, £315.
FEBRUARY (1959) BEDFORD 7-ton long-wheelbase diesel drop-side, £895.
SEPTEMBER (1953) BEDFORD 5-ton short-wheelbase diesel tipper, £300.
DECEMBER (1953) BEDFORD 5-ton long-wheelbase diesel tipper, £395.
JUNE (1951) BEDFORD petrol 36-seater Duple Super Vega luxury coach, certificate of fitness 1965, £2,100.
MARCH (1955) BEDFORD petrol 36-seater Burlingham luxury coach, certificate of fitness 1965, £2,100.
DECEMBER (1955) B.M.C. 7-ton diesel drop-side, long wheelbase, £400.
FEBRUARY (1959) Thames Trader 5-ton long-wheelbase diesel drop-side, £775.
A ND further used commercials in our ever-changing stocks, cash or terms.
F ULL range of small vans.

PHONE CALL, WRITE.
TOM BYATT (STOKE), L.T.D.
FENTON,
STOKE-ON-TRENT.
Phone 48581. 867-159

HILLS.
ATKINSON 8-wheel tipper, Gardner 6LW engine, first registered 1947, £K75.
BEDFORD 7-ton forward-control 6-cu.-yd. U-tipper, petrol, first registered 1958, £685.
DODGE 7-ton 19-ft. 6-in. platform lorry, 2-speed axle, first registered 1957, £775.
E.R.F. 18-ft. platform lorry, Gardner 5LW engine, first registered 1946, £375.
UY Otter platform lorry, Gardner 4LK engine, 2-speed axle, first registered 1955, £495.
LEYLAND Super Comet 6-wheeler, long-wheelbase drop-side truck, first registered 1959, £2,150.

HILLS GARAGES (MANCHESTER), L.T.D.
80-90 PORT STREET, MANCHESTER, 1.
Central 4311. 867-61

C. BRADLEY AND SON, L.T.D.
FORD DISTRIBUTORS,
CLIVE ROAD, REDDITCH, WORCS.
Phone 312 and 1006.

1947 FODEN 8-wheel, 24-ft. platform body, Gardner engine, £495.
1956 MORRIS 3-ton, B.M.C. diesel, platform body, £425.
1957 FORD 10-cwt. van, first-class condition, low mileage, £249.
1955 58 FORD 5.7-cwt. vans, choice of three, from £269.
1954 MORRIS 1-ton van, repainted black, sound, £279.
1957 BEDFORD 10-12-cwt. builder's truck, £269.
1955 BEDFORD C.A. van, £199.
1955 COMMER 8-cwt. van, first-class condition, £209.
1956 TROJAN, personnel carrier, diesel, £160.
NEW Thames Trader, 7 ton, Anthony husk tipper, new brakes, list price. 867-27

1957 B.M.C. 7-ton drop-side lorry with power steering, 2-speed axle, 9.00 x 20 tyres, heater and demister, to be painted in customer's colours, specimen vehicle.
1957 BEDFORD 7-ton short-wheelbase diesel tipper, in excellent condition, new tyres all round.
1956 BEDFORD 7-ton long-wheelbase diesel drop-side truck, in good mechanical order, choice of two.
1956 THORNycroft Sturdy Star platform lorry, choice of two, both in fair condition.
1956 AUSTIN 5-ton forward-control platform lorry, newly painted green and black, specimen.
1955 DODGE diesel platform lorry with Eaton 2-speed axle, on fair 8.25 x 20 tyres, good mechanical order.
1954 AUSTIN 1-ton van, petrol, recently inspected by Ministry, ready for work.

HIRE-PURCHASE. PART-EXCHANGES.
CHAS. CLARKE AND SON (COMMERCIAL VEHICLES), L.T.D.
ALEXANDRA STREET, WOLVERHAMPTON.
Phone, Wolverhampton 26781.
26784 AFTER 6 O'CLOCK. 867-163
B41

Used Goods Vehicles (contd.)

WHITEHOUSE MOTORS, L. TD.
Two Gardner 5LW engines, one reconditioned.
1955 AUSTIN normal-control 3-way tipper, good tyre & petrol.
1952 long-wheelbase LEYLAND Comet 90 10-cu.-yd. drop-side twin-ram tipper, good condition.
1953 BEDFORD S-type medium-wheelbase drop-side tipper, reconditioned petrol engine very clean.
1953 BEDFORD S-type medium-wheelbase side tipper, alloy body, petrol.
1953 AUSTIN Loadstar breakdown truck, engine reconditioned, good tyres, very clean, petrol.
1947 DENNIS 33-seater coach, good condition.
1952 BEDFORD-SCAMMELL tractor unit, P6 engine, good tyres.
1958 FORD Trader, 6D, short-wheelbase steel-bodied tipper, new king pins, rear brakes, new drums and wheels, 2-speed axle, good tyres.
1958 FORD Trader, 6D, short-wheelbase steel-bodied tipper, reconditioned engine, good tyres.
1951 BEDFORD short-wheelbase drop-side tipper, petrol, good condition.
1947 AUSTIN short-wheelbase drop-side tipper, petrol, good condition.
One owner, completely reconditioned Gardner 4LW engine, fully guaranteed.
1953 MORRIS J2 van, fair condition.
1950 AUSTIN A40 van.
1949 AUSTIN A40 van.
1952 LAND ROVER, taxed for year.
1953 KARRIER Bantam 3-ton drop-side tipper, good tyres, petrol.
1949 BEDFORD 25-cwt. drop-side truck, very good condition throughout.
1952 LAND ROVER, taxed for year, good condition.

PART-EXCHANGES AND DEMONSTRATIONS WITH PLEASURE.

WHITEHOUSE MOTORS, L. TD.
STREETS CORNER, WALSALL WOOD.
Phone. Brownhills 3330. 867-484
L. A. MITCHELL (MOTORS), L. TD.
DODGE DISTRIBUTORS.
PERKINS DIESEL DISTRIBUTORS.
1955 December, B.M.C. diesel-engined 7-ton medium-wheelbase truck with drop-sides, power steering, Eaton 2-speed axle, one owner, £495.
1951 7-ton BEDFORD platform truck, £145.
NEW 16-ft. 6-in. platform, body to suit, B.M.C., £100.
1 BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 867-129

CAPITAL MOTOR CO., L. TD.

BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.
NEW BEDFORD 15-cwt. vans and conversions for immediate delivery.
USED BEDFORD 10-12-cwt. 15-cwt. and conversions, in good condition, choice from £200.
BEDFORD-SCAMMELL 1956 tractor unit, reconditioned engine, one owner, good tyres.
1959 BEDFORD 15-cwt. Luton van, £575.
1957 Thames 4D drop-side truck.

THE NIGHTINGALE ENGINEERING CO., L. TD.

1948 THORNycroft 8-wheeler platform, good condition.
1951 E.R.F. twin-speed platform, good condition.
1954 SEDDON, good condition.
1955 THORNycroft 8-wheeler flat platform, metal body, excellent condition.
1956 THORNycroft 8-wheeler, flat platform, metal body, excellent condition, choice two.
1958 DENNIS Pate flat platform, first-class condition.
WESTERN LANE, London, S.W.12. Battersea 2193. 867-138

MAYFAIR GARAGE (TAMWORTH), L. TD.

COLESHILL ROAD, FAZELEY, TAMWORTH.
Phone, Tamworth 1396-7.
OFFER THE FOLLOWING USED VEHICLES.
COMMER, 1955, Q3 5-ton truck, fitted with Perkins P6 diesel engine and 14-ft. wooden drop-side body, used in vehicle in very good condition throughout.
FORD, 1959, Thames Trader 7-ton short-wheelbase tipper, fitted with 6D diesel engine, Ebro tipping gear and steel U-shaped body, ready for immediate work.
FORD, 1959, Thames Trader 5-ton short-wheelbase tipper, fitted with 6-cylinder petrol engine, heater, Ebro underfloor tipping gear and 10-ft. 6-in. wooden drop-side body, very useful vehicle in first-class condition.
FORD, 1958, 5-cwt. Thames van, fitted with heater, passenger seat etc., in very good condition.
LEYLAND Comet, 1950, long-wheelbase tipper, fitted with 350 diesel engine, Pilot twin-ram front of body tipping gear and wooden panelled drop-side body, calibrated to 10 cu. yd., very good condition and ready for immediate work. 867-108

Used Goods Vehicles (contd.)

HALFWAY AUTOS, EAST HORNDON, SOUTHEAST ARTERIAL ROAD, Herongate 394 and 265.
1959 Thames Trader 7-ton double-drop-side truck, low mileage, in excellent condition, £895.
1959 Thames double-drop-side in 4D, Eaton 2-speed axle, whole vehicle in excellent condition, £675.
1954 GUY Otter, 4LK Gardner engine, 18-ft. aluminium platform body, 2-speed axle, tyres and vehicle in tip-top condition, £395.
1955 BEDFORD with Meadows conversion, aluminium platform body, whole vehicle in excellent condition, £425.
1953 BEDFORD 7-ton double-drop-side, whole vehicle in excellent condition, £365.
1951 COMMER Superpave van, P6 engine, roller shutters, tyres and vehicle in good condition, £195.
1951 2T6 Cost Cutter engine, £95.
1950 E.R.F. 3-4-ton, 4LK Gardner engine, 5-speed gearbox, 16-ft. double-drop-side, tyres and vehicle in excellent condition, choice of five, £295.
1949 MAUDSLAY Mogul tractor, 22-ft. Scammell trailer, with a David Brown 5-speed gearbox, air brakes, vehicle in excellent condition, £795.
DODGE Luton, P6 engine, 1,800 cu. ft. with well, in tip-top condition, £465.
1952 FORD Sussex 6-wheeler cattle float, P6 engine, all-aluminium body, winch ramp, double-drive axle, excellent condition, £395.
1955 Registered FORD 4D cattle float, all-aluminium body, winch ramp, one owner, £295.
SEVERAL BEDFORD tipper in excellent condition, can be viewed at our premises at any time.
A Large selection of used commercial vehicles of all descriptions in stock. Your inspection invtd. 867-460

ISLES, L. TD.

LEYLAND-ALBION SALES.
1955 Rebuilt THORNycroft Trusty, 21-ft. flat platform body, Leyland diesel engine, 36 x 8 tyres. Ref. 7081.
1938 FODEN 8-wheeler, single-drive rear axle, 23-ft. flat platform body, Gardner 6LW engine, 9.00 x 20 tyres. Ref. 5413.
1958 Thames Trader, 18-ft. flat platform body, Ford 6D diesel engine, 9.00 x 20 tyres. Ref. 2162.
1950 ALBION Clydesdale, 21-ft. 6-in. flat platform body, Albion 4-cylinder diesel engine, 9.00 x 20 tyres. Ref. 5551.
1956 ALBION Chieftain, 18-ft. 6-in. flat platform body, Albion 4-cylinder diesel engine, 8.25 x 20 tyres. Ref. 5057.
1954 ATKINSON 6-wheeler, 24-ft. flat platform body, Gardner 5LW engine, 9.00 x 20 tyres. Ref. 5316.
1956 B.M.C. diesel, 16-ft. 6-in. timber truck body, drop-sides, 8.25 x 20 tyres. Ref. 7640.
1954 ALBION Chieftain, 18-ft. flat platform body, Albion 4-cylinder diesel engine, 8.25 x 20 tyres. Ref. 6537.
1959 Thames Trader, 18-ft. truck body, drop-sides, Ford 6D diesel engine 8.25 x 20 tyres. Ref. 3927.

ISLES, L. TD.

LEYLAND-ALBION SALES.
LEYLAND SERVICE DEPOT, STANNINGLEY, PUDSEY, YORKSHIRE.
Phone, Pudsey 3001-5. 868-8868

C. D. BRAMALL, L. TD.

QUEENS ROAD, SHEFFIELD, 2.
Phone 24096-7.
IMMEDIATE DELIVERY

NEW Thames Trader, 7-ton, diesel, 108-in. wheelbase.
Anthony steel tipper, 900 x 20 Firestone all traction tyres.
1957 E.R.F. Type 44G 8-ton 18-ft. flat lorry, fitted with Gardner 4LW engine, David Brown 5-speed gearbox and Kierkdale axle, 60,000 miles only, perfect condition any trial, £1,550. 868-8862

1956 November, B.M.C. 7-ton diesel, power steering, long-wheelbase flat, 2-speed axle, well shod, £425.
1956 LEYLAND Beaver long-wheelbase flat with or without 20-ft. Dyson 10-ton 4-wheel trailer, been carefully used on C licence, £1,100.
1955 COMMER T53 diesel 7-ton long-wheelbase flat, reconditioned engine fitted, 900 x 20 tyres, any trial, £485.
1954 LEYLAND Beaver long-wheelbase flat with Dyson 10-ton 20-ft. drop-side trailer, £900.
1953 AUSTIN Loadstar 5-ton long-wheelbase tipper, 740 x 20 tyres, P6.
1953 BEDFORD 5-ton long-wheelbase tipper, P6, new, 750 x 20 tyres, £350 the pair.

J. CONLEY AND SON,

149 MAYO AVENUE, BRADFORD, 5.
Phone 27694. 867-230

1957 BEDFORD R6 flat platform.
1956 BEDFORD R6 flat platform, Eaton 2-speed.
1953 DODGE short-wheelbase tipper, P6.
1956 DODGE long-wheelbase tipper, P6.
1955 BEDFORD long-wheelbase drop-side.
1957 B.M.C. tractor unit, Scammell coupling.
1949 E.R.F. C15, platform, complete with trailer.

PARRS (LEICESTER), L. TD.

ABBEY LANE, LEICESTER.
Phone 61511 (seven lines). 867-197

Used Goods Vehicles (contd.)

MAYDAY MOTORS, L. TD.

DODGE DISTRIBUTORS.
NEW AUSTIN Gipsy (diesel), £675.
NEW AUSTIN 15-cwt. Omnivan, in primer, list price.
NEW STANDARD Atlas 10-12-cwt. van, extras, painted yellow, list price.
1959 AUSTIN Omnicoach, pale blue, excellent condition, £495.
1958 Thames Trader 7-ton long-wheelbase truck (2-speed axle), excellent condition, £795.
1958 Thames 10-12-cwt. van, cheap at £340.
1958 STANDARD 6-cwt. pick-up truck, low mileage, £275.
1957 Thames Trader 5-ton tipper, 6D engine, £725.
1957 DODGE 6-ton diesel tipper (Model 103AP6), alloy body, 2-speed axle, £750.
1956 BEDFORD 10-12-cwt. van, £250.
1956 FORD boxvan, 4D diesel, built by us, unwritten, excellent, £650.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. alloy body, £650.
1955 Thames 5-cwt. van, 2-tone, extras, excellent condition, £225.
1952 Thames 5-ton tipper (diesel), £190.
MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473. 867-343

MARSHALLS (CAMBRIDGE), L. TD.

OFFER THE FOLLOWING USED COMMERCIAL VEHICLES:—
AT AIRPORT, NEWMARKET ROAD, CAMBRIDGE.
PHONE 56291.

1958 BEDFORD Busette, beige, upholstered seats, fitted heater, good condition, £400.
1957 AUSTIN A55 pick-up, cream, fitted heater, one owner, £350.
1956 AUSTIN 5-ton normal-control petrol chassis-cab, maroon, low mileage, excellent condition, £350.
1955 MORRIS 1-ton van, grey, sound condition throughout, £225.
1951 AUSTIN A70 pick-up, fawn, fitted heater, good condition, £120.

AT 63 BRIDGE STREET, PETERBOROUGH.
PHONE, PETERBOROUGH 66011.

1956 BEDFORD 5-ton petrol truck, reconditioned engine, good tyres, £450.
1950 SENTINEL 7-8-ton flat platform truck, buff, £295.

AT 120 GOLDINGTON ROAD, BEDFORD.
PHONE, BEDFORD 68386.

1955 MORRIS Cowley van, tyres and mechanical condition very good, £245.
1952 BEDFORD 10-cwt. CA van, £225.
1952 BEDFORD short-wheelbase petrol tipper, £130. 867-347

ALMA GARAGES (BRISTOL), L. TD.

103 VICTORIA STREET, BRISTOL, 1.
Phone 27063, 24669.

£500. (1956) SEDDON P6 diesel 7-8-ton truck, flat platform, alloy body, a bargain not to be missed, one owner, unladen weight 2 tons 19 cwt. 56 lb.
£625. (1955) ALBION Chieftain, double drop-side, body, 16 ft. long, alloy bed, wooden sides, one owner, unladen weight 2 tons, 19 cwt. 98 lb.
£175. (1952) GUY Vixen Luton van, petrol, 950 cu. ft., unladen weight 2 tons 17 cwt. 61 lb.
EARLY deliveries can be quoted for new A.E.C. Mercury chassis, various wheelbases. 867-3

BENTLEY BROS. (SHEFFIELD), L. TD.

MAIN BEDFORD DEALER, SHEFFIELD.

1956 FORD 4D chassis-cab, with meat container body, £300.
1955 GUY Otter 16-ft. body, 4LK, Eaton 2-speed reconditioned, £550.
1955 GUY Otter 18-ft. body, P6, Eaton 2-speed, reconditioned, £450.
1955 MORRIS drop-side, 14-ft. body, 3-ton petrol in very good condition, £250.
1954 SEDDON diesel tipper, £145.

ALL vehicles in excellent condition. Many others to choose from including good selection of light vans.
H.P. Facilities available.
WRITE or phone for details.
THE WICKER, Sheffield, 3. Phone 29281. 867-102

T. J. RICHARDSON AND SONS, L. TD.

100 DUDLEY ROAD EAST, OLDBURY, NEAR BIRMINGHAM.
Phone, Broadwell 1840 and 2800. 867-399

1958 November, B.M.C. 7-ton diesel long-wheelbase 18-ft. platform truck, latest type, wrap-round cab, 9.00 x 20 tyres.
NEW GUY Invincible 8-wheel, available from stock with Gardner 6LX engine and double drive.
1957 Registered ATKINSON 8-wheeler, Gardner engine, 24-ft. drop-side body, double drive, good 40 x 8 tyres, in excellent condition.
LEYLAND Octopus 8-wheeler, 600 engine, double drive, latest type cab, 24-ft. body, rebuilt 1958.
1950 FODEN 8-wheel double-drive 24-ft. platform truck, Gardner 6LW, £500.
1956 BEDFORD 6A model diesel 5-ton long-wheelbase tipper.
BEDFORD-SCAMMELL tractor unit with Bedford 300-cu.-in. diesel engine and 20-ft. Scammell trailer, would separate.

T. J. RICHARDSON AND SONS, L. TD.

100 DUDLEY ROAD EAST, OLDBURY, NEAR BIRMINGHAM.
Phone, Broadwell 1840 and 2800. 867-399

Used Goods Vehicles (contd.)

TWO GATES GARAGE, LTD.

OXFORD ROAD,
RYTON-ON-DUNSMORE.

Phone, Toll Bar 3361-2-3.

DODGE DISTRIBUTORS FOR MOST OF
WARWICKSHIRE.

NEW VEHICLES—IMMEDIATE DELIVERY.

- DODGE** Model 244R 7-ton normal-control diesel tippers.
DODGE Model 3123P 6-ton forward-control diesel tippers.
DODGE Model 203P 6-ton forward-control diesel tippers.
TROJAN 25-cwt. diesel drop-side wood-body truck.

SELECTED USED VEHICLES.

TRUCKS.

- 1949** COMMER Q3 drop-side lorry.
1940 FORD diesel lorry, 17-ft. platform, Boys trailing axle, reconditioned engine.
1951 AUSTIN Loadstar 5-ton long-wheelbase truck, reconditioned engine, £190.
1953 DODGE Model 105 P6 long-wheelbase drop-side diesel truck, reconditioned engine, £545.
1958 Thames Trader long-wheelbase drop-side truck, very good condition, £650.
1960 AUSTIN 7-ton diesel long-wheelbase lorry, 11,000 miles only, £975.

TIPPERS.

- TWO** only 1955 DODGE Model 103B P6 short-wheelbase wood-body tippers.
1955 SEDDON, T6 engine, medium-wheelbase large-capacity fixed-side wood-body tipper.
1954 BEDFORD O-type short-wheelbase wood-body tipper, petrol engine.
1950 BEDFORD S-type short-wheelbase wood-body tipper, petrol engine.
1949 BEDFORD O-type long-wheelbase tipper, diesel engine.
1955 BEDFORD A-type short-wheelbase tipper, steel body, diesel engine.

PICK-UPS.

- 1955** Standard Thames pick-up, excellent condition.
1954 AUSTIN A40 pick-up, first-class condition.
1950 FORD Thames 10-cwt. milk float, immaculate.
1956 BEDFORD milk float, immaculate.

VANS.

- 1950** ALBION 500-cu.-ft. van, reconditioned petrol engine.
1956 MORRIS 15-cwt. van, very good condition.
1953 55-56 FORD Thames 10-cwt. vans, from £85 to £150.
1951 COMMER 20-cwt. van.
1956 MORRIS 15-cwt. van.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,
N.W.2.

Gladstone 2234-5-6-7.

- 1952** 3-way AUSTIN van, choice of several.
1954 AUSTIN 5-ton diesel alloy-body boxvan.
1957 DODGE 5-ton diesel truck, 16-ft. 6-in. double-drop-side, 9.00 x 20 tyres.
1959 FORDSON 15-cwt. van in beige, with extras.
1957 THAMES 800-cu.-ft. Luton, 4D.
1957 MORRIS J2 15-cwt. van, one owner.
1955 MORRIS LD2 30-cwt. van, petrol, choice of two.
1955 5-cwt. Thames van.
1957 BEDFORD 10-12-cwt. pick-up truck.

PRICE'S (EARL SHILTON), LTD.

MAIN DISTRIBUTORS FOR ATKINSON VEHICLES
AND YORK TRAILERS.

- 1959** Registered 8-wheel 17-ton Atkinson, fitted 6LW engine, engine has been out, machine has not been used since, fibreglass cab, double drive, brown box, 9 x 8 tyres, 24-25, platform body, light-alloy underframe, £4,250.
NEW DODGE 12-ton tractor unit, Model 3143AZ, 375-cu.-in. engine, 2-speed axle, air brakes, heater, 9.00 x 20 tyres, ex-stock.
NEW COMMER T53 12-ton tractor, air brakes, 5-speed gearbox, 9.00 x 20 tyres, available with 25-ft. York 12-ton trailer.
NEW FORD Thames Trader with York third-axis conversion to take 21-ft. 6-in. platform body, 9.00 x 20-12-ply tyres, indicators, ex-stock.
1959 Thames Trader short-wheelbase diesel tipper, Anthony hoist, 9.00 x 20-12-ply tyres, steel body, one C-licence operator only, £750.
1959 STANDARD Atlas van, one owner, £275.
1955 SEDDON 1-ton gawn van, Perkins P3 engine, fitted heater, demister, £235.
EAGLE 4-wheel trailer, double-drop-side, good condition, £100.
DEALERS for: Dodge, Austin, Ford, Commer, Carrier, B.M.C. and Land Rover.

PRICE'S (EARL SHILTON), LTD.

NEW STREET, EARL SHILTON,
LEICESTER.

Phone, Earl Shilton 3321-2-3.

Used Goods Vehicles (contd.)

TILBURY'S (GOTON), LTD.

CENTRAL STATION BRIDGE ROAD,
SOUTHAMPTON.

Phone 24731.

SEDDON DIESEL DISTRIBUTORS.

COMMER-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS.

- 1956** BEDFORD P6 diesel long-wheelbase platform body, fitted with cattle container, including double decks, loading ramp, in excellent condition, one owner.
1956 SEDDON diesel 6-yd. tipper, wood body, good condition throughout, one owner driver.
1956 SEDDON diesel fitted with de luxe cab, platform body, very clean throughout, one owner.
1955 BEDFORD P6 diesel, fitted with 16-ft. platform body, 8.25 x 20 tyre equipment, in excellent condition, one owner.
1955 SEDDON diesel Scammell tractor unit, Mark VIII, in good condition, one owner.
1954 SEDDON diesel Mark XII, fitted with 18-ft. 6-in. platform body, with tailboard, modified R6 engine, 18500 twin speed axle, 9.00 x 20 tyre equipment, in excellent condition.
1954 SEDDON diesel Mark V-L P6, fitted with drop-side body, condition good.
1952 LEYLAND Comet, fitted with large size box van with Luton, condition good, one owner.
1947 E.R.F. tractor unit, fitted with 24-ft. semi-trailer, ready for immediate work, one owner.
THE following vehicles open to offer.
1952 SEDDON diesel with platform body.
1950 MORRIS diesel Sawyer 5-ton drop-side.
1950 SEDDON diesel, fitted with platform body.

THE above vehicles are all in good working order.

**ALWAYS IN STOCK DIESEL-PETROL
VEHICLES FROM £100-200.** 867-517

ELT BROS., LTD.

BEDFORD 10-12-cwt. CA van, £120.

- 1955** BEDFORD A-type petrol 5-ton long-wheelbase platform lorry, low mileage, excellent tyres, £235.
1956 BEDFORD A-type 5-ton long-wheelbase lorry, P6 diesel, 17-ft. 6-in. body, showroom condition, £475.
1953 DODGE 5-ton short-wheelbase tipper, P6 diesel, 2-speed axle, £250.
1956 BEDFORD A-type 5-ton short-wheelbase tipper, P6 diesel, Anthony hoist gear and body, £365.
1957 B.M.C. 7-ton short-wheelbase diesel tippers, steel bodies, choice of several from £450.

ELT BROS., LTD.

BEDFORD AND VAUXHALL DEALERS.

DEAKINS ROAD,
BIRMINGHAM, 25.

Phone, Victoria 2742-3-4.

VICTORIA MOTOR CO. (BRISTOL), LTD.

MAIN FORD DEALERS.

TEMPLE GATE, BRISTOL, 1.

Phone, Bristol 93131 (10 lines).

"BEST IN THE WEST."

GOOD USED COMMERCIALS.

- 1957** January, two Thames 128-in.-wheelbase 5-ton 4D 10-tonish underdoor tippers, H.D. equipment, well shod, 5-cu.-yd. wooden bodies, £400 each.
1955 7-ton SEDDON P6 platform vehicle, £400.
1955 Thames 3-ton 4D drop-side truck, £355.

NEW VEHICLES EX-STOCK.

- EDBRO** Thames Trader 7-ton 6-cu.-yd. Edbro tippers, with heavy-duty equipment, ex-stock.
7-TON 160-in.-wheelbase chassis-cab and complete truck with all extras.
5-TON 152-in.-wheelbase low-frame chassis-cab.

- 1955** BEDFORD 7-ton diesel tipper.
1959 FORDSON Trader 7-ton tipper, as new.
1959 LEYLAND Comet tipper, choice of four.
1952 E.R.F. 8-wheel platform.
1949 FODEN 4-wheel drop-side.

HIRE-PURCHASE and part-exchanges.

COMMERCIAL MOTORS (CLAY CROSS), LTD.

CLAY CROSS, DERBYS.

Phone, Clay Cross 3302—night extension.

867-54

ATKINSON VEHICLES (SCOTLAND), LTD.

CARLISLE ROAD,
AIRDRIE 2881-2.

- 1955** ATKINSON 8-wheeler, double-drive, fitted 6LW platform.
1954 A.E.C. 8-wheeler, double-drive platform, 9.6 diesel.
1954 LEYLAND Octopus, 600 engine, double-drive, 24-ft. 6-in. platform, 9.00 x 24 tyres.
1954 A.E.C. twin-steer, 9.6 engine, air brakes, 21-ft. platform.

Used Goods Vehicles (contd.)

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD,
LIVERPOOL, 20.

Bootle 4343.

Bootle 434.

TRACTORS.

- 1957** BEDFORD 8-ton normal-control tractor unit, 300 diesel, Scammell coupling rear, colour steel.
1958 BEDFORD 8-ton normal-control tractor unit, 300 diesel, Scammell coupling rear, colour steel and blue.
1956 FORD tractor unit, P6 diesel, B.T.C. 600 wheel plate, in good condition, colour grey.

TRUCKS.

- 1951** SEDDON long-wheelbase platform lorry, diesel, colour blue.
1958 August, DODGE 7-ton long-wheelbase forward-control platform lorry, diesel, 5-speed gearbox, Eaton 3-speed axle, in first-class condition, 17-ft. 6-in. flat, 8.25 x 20 tyres.
1958 BEDFORD 7-ton long-wheelbase platform lorry, 300 diesel, 2-speed axle, 9.00 x 20 12-ply tyres, Eaton 3-speed axle, in first-class condition, 17-ft. 6-in. flat, 8.25 x 20 tyres.
1959 BEDFORD 5-ton J-type, 300-cu.-in. diesel, normal-control chassis-cab, low mileage, immaculate condition, Quality Tested.
1954 BEDFORD, R6 diesel, 7-ton long-wheelbase platform truck, in good condition.
1957 BEDFORD 6-ton long-wheelbase, 300-cu.-in. diesel, drop-side truck, fitted with new work drop-side body, in immaculate condition throughout.

Phone, Bootle 4343.

GARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD,
LIVERPOOL, 20.

THE BEDFORD PEOPLE.

CHARLES WENSLEY AND SONS, LTD.

OFFER THE FOLLOWING:—

- 1958** COMMER 30-cwt. truck, £390.
1956 AUSTIN 7-ton long-wheelbase drop-side truck, 2-speed rear axle, heater fitted, £600.
1955 BEDFORD 7-ton long-wheelbase diesel drop-side truck, 17-ft. 6-in. body, £475.
1955 BEDFORD 7-ton long-wheelbase petrol tipper, £250.
1955 AUSTIN 5-ton short-wheelbase petrol tipper, £450.
1951 BEDFORD 2-ton boxvan, petrol, good condition, new tyres, £320.
CHOICE of several good used 10-12-cwt. vans and Utilitrabes.

PHONE 2294 OR CALL AT

68 INGS ROAD,

WAKEFIELD.

WHEELERS (MOTORS), LTD.

MORRIS-COMMERIAL DISTRIBUTORS,

YEovil, SOMERSET.

Phone, Yeovil 2561-2-3.

- 1959** September, MORRIS prime mover (diesel), 8.25 x 20 tyres, Eaton 2-speed axle.
1959 BEDFORD 4-ton low-loader platform truck, diesel, 15,000 miles only.
1957 December, MORRIS J2 15-cwt. cattle truck.
1956 October, 7-ton B.M.C. Eaton 2-speed, power steering, alloy platform body.
1956 MORRIS 3-ton B.M.C. diesel forward-control drop-side truck, excellent condition.
1955 AUSTIN Loadstar all-steel tipper, P6.
1954 (Late) COMMER T53 diesel 7-ton truck.
1954 BEDFORD 5-ton normal-control platform trucks, P6 diesel; choice of two.
1954 October, BEDFORD 2-3-ton cattle truck, petrol.
SEVERAL new MORRIS-COMMERIAL vehicles in stock.

FAVOURABLE delivery on all models.

32.00 GAL. trailer tankers, in very good condition (choice of two).

MORRIS 7-ton 120-in.-wheelbase chassis-cab, 9.00 x 20 tyres, Eaton 2-speed axle and power steering.

867-321

JESSUPS (STRAITFORD), LTD.

125-134 HIGH STREET,
STRAITFORD, E.15.

Maryland 6679.

BEDFORD MAIN DEALERS AND PERKINS

SIGNHOLDERS.

- 1957** BEDFORD heavy-duty petrol tipper, £495.
1957 S-model BEDFORD tipper.

- 1955** BEDFORD 7-ton long-wheelbase platform diesel, good condition, £550.
1955 7-ton DODGE truck, diesel, £525.

867-264

- 1957** November, 8-ton BEDFORD-SCAMMELL diesel.
1955 December, BEDFORD boxvan, petrol.

COMMERCIAL articulated unit, Scammell coupling, £100.

- 1959** FORD 10-12-cwt. van, fawn, £365.
1959 August, STANDARD Atlas pick-up, 10,300 £365.

NORMAN REEVES (MOTORS), LTD.

215-218 HIGH STREET,
UXBRIDGE, MIDD.X.

Uxbridge 3444.

867-269

Used Goods Vehicles (contd.)

H. R. V.

MAIN DE

GLOUCESTER

- 1957** DODGE through-
1956 B.M.C. through-
1956 B.M.C. 43-
1955 COMMERCIAL Luton part-
1952 with data
867-550.

PHONE

H. R. V.

M

PI

WILDE

NEW LEYLAND

delivery.

NEW Thames 18-ft. plat-

NEW BEDFORD

platform.

TWO new Thames

with A licences

B.M.C. 4

lorry, to

AUSTIN

to clear,

1957

TERM

WILDE

HADP

Ph

AD

D

FOR

256-278 BORO

4-ton lon

1956 25-cwt. C

1955 of three

PHON

S. HUGH

WHIT

GOM

Ph

END OF S

D

A.E.C. A

DODGE AN

1943 ATKINS

1959 FORD T

DODGE

1958 brakes, I

1956 BEDFOR

1955 BEDFOR

Albion c

container.

L

Phon

SPURLING

(CH

FOR Quality Tes

1955 AUSTIN

1958 BEDFOR

1957 SCAMM

1958 BEDFOR

new, £52

1954 BEDFOR

truck, re

1959 BEDFOR

tipper, c

B

CHI

Used Goods Vehicles (contd.)

H. R. WILSON-SCOTT, L. TD.
MAIN DODGE DISTRIBUTORS.
GLOUCESTERSHIRE, HEREFORDSHIRE.
WILTSHIRE.

1957 DODGE P6 short-wheelbase tipper, excellent condition, £700.
1956 B.M.C. 7-ton platform truck, good condition throughout, £600.
1956 B.M.C. 4-ton diesel long-wheelbase drop-side truck, £350.
1955 COMMERCIAL 5-ton petrol, integral cab, Luton pantechon, approximately 1,100 cu. ft. excellent condition, £350.
1952 DODGE 103 P6 long-wheelbase chassis, fitted with detachable livestock container by Drew Bros., £550.

PHONE YOUR INQUIRIES TO

H. R. WILSON-SCOTT, L. TD.
MONK MEADOW,
GLOUCESTER.
Phone 24447 and 8. 867-182

WILDE AND BENNETT, L. TD.

NEW LEYLAND Comet 3R21 platform, immediate delivery.
NEW Thames Trader 7-ton long-wheelbase drop-side lorry, 18-ft. platform, 9.00 x 20 tyres, immediate delivery.
NEW BEDFORD diesel 7-ton long-wheelbase lorry, 18-ft. platform.
TWO new Thames Trader 7-ton long-wheelbase lorries, with A. licences, Yorkshire.
1956 B.M.C. diesel 7-ton long-wheelbase drop-side lorry, to clear, £375.
1957 AUSTIN Loadstar 5-6-ton long-wheelbase lorry, to clear, £275.

TERMS AND EXCHANGES.

WILDE AND BENNETT, L. TD.
HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.
AFTER HOURS 2356. 867-247

DISPATCH MOTORS,
FORD DISTRIBUTORS.

256-278 BOROUGH HIGH STREET, S.E.I.
1956 4-ton long-wheelbase 4D truck, choice of six.
1955 25-cwt. COMMERCIAL short-wheelbase truck, choice of three.
PHONE, WATERLOO 5991. 867-261

S. HUGHES (COMMERCIAL), L. TD.

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NR. LEEDS.
Phone, Bradford 681144.

END OF SEASON CLEARANCE SALE.

DUROSE GARAGE.

A.E.C. AUTHORIZED DEALERS.
DODGE AND TROJAN DISTRIBUTORS.

1943 ATKINSON 6-wheeler long-wheelbase flat.
1959 FORD Trader 7-ton tipper.
1958 DODGE 7-ton drop-side, Leyland engine, air brakes, Eaton 18500 2-speed.
1956 BEDFORD 7-ton drop-side, choice of three.
1955 BEDFORD tractor unit with Scammell coupling, Albion engine and gearbox, 23-ft. insulated container.

LIVERPOOL ROAD.

NEWCASTLE, STAFFS.
Phone, Newcastle 52251-2.
On the A34 road. 867-307

SPURLING MOTORS (CHISWICK), L. TD.
(CHISWICK FLYOVER).

FOR Quality Tested used vehicles.
1955 AUSTIN 5-ton 5-cu.-yd. petrol tipper, steel body, reconditioned engine, good condition.
1958 BEDFORD CA van, one owner, first-class condition, £350, choice of several.
1957 SCAMMELL 23-ft. 10-ton platform trailer, £125.
1958 BEDFORD CA high-top van, 7,000 miles from new, £325.
1954 BEDFORD 7-ton 8-type petrol long-wheelbase truck, reconditioned engine, £300.
1959 BEDFORD 7-ton normal-control 6-yd. petrol tipper, clear condition, £475.

BEDFORD HOUSE.

CHISWICK HIGH ROAD.
CHISWICK, W.4.
Chiswick 6741. 867-363

Used Goods Vehicles (contd.)

W. H. HAROLD PERRY, L. TD.
MAIN FORD DEALERS,
FINCHLEY.

1957 AUSTIN A35 van, £305.
1958 Thames 5-cwt. vans from £285.
1958 Thames 7-cwt. van, £320.
1959 Thames 5-cwt. van, £325.
1958 Thames 10-12-cwt. vans, choice of two, £375.
1958 Thames 15-cwt. van, £350.
1958 Thames 12-seater, £475.
1957 BEDFORD 10-12-cwt. van from £285.
1958 BEDFORD 10-12-cwt. van, £355.
1958 BEDFORD Workabus, £425.
1958 MORRIS 13-seater, £485.
1957 October, Thames Trader 5-ton 6D long-wheelbase truck, excellent condition, £745.
1959 November, Thames Trader 7-ton 6D long-wheelbase platform truck, 10,000 miles only, £995.
ANY of the above available on our genuine rental plan.
A Your inquiries welcomed.

297 BALLARDS LANE, North Finchley,

HILLSIDE 8888. 867-359

JACKSONS

FOR

MODERN SELECTED VEHICLES.

1959 BEDFORD J-type latest series 5-ton diesel 300-cu.-in. long-wheelbase chassis and cab, as new, will fit truck or tipping body if required.
1956 FORD 4D steel-bodied tipper, in very good condition including tyres.
1955 FORD 4D long-wheelbase truck, in excellent order, reconditioned engine fitted.
1956 BEDFORD 5-ton long-wheelbase truck, fitted with 4LW Gardner engine, excellent condition throughout.
1955 And 1956 AUSTIN 1-ton vans, very clean condition.
1955 BEDFORD 30-cwt. truck, excellent condition throughout.
1955 MORRIS diesel tractor unit, in very good order including tyres.

O. T. JACKSON MOTORS, L. TD.

855 NEW WOLVERHAMPTON ROAD,
LANGLEY, NEAR WOLVERHAMPTON.
Phone, Broadwell, Birmingham, 2871-2-3. 867-204

GILBERT RICE, L. TD.

FORD MAIN DEALERS,
HORSHAM, SUSSEX.
Phone 4331.

1955 BEDFORD 7-ton long-wheelbase platform truck, engine overhauled, £355.
1954 AUSTIN Loadstar 3-ton drop-side truck, in grey primer, engine just completely overhauled, £375.
1956 FORD Thames 4D 157-in. wheelbase drop-side truck, heavy-duty frame and 5-ton springs, £375.
1953 BEDFORD 4-ton insulated meat van, alloy floor and roller shutter, £215.
1959 Thames Trader 7-ton tipper, 9.00 x 20 tyres, engine reconditioned, with Anthony Underfloor tipping gear, £395.
1952 DODGE 6-ton, P6 engine, long-wheelbase drop-side truck, in good condition, £215.
1955 FORD Thames 5-cwt. van, cellulosed grey and in good condition, £235.
1954 FORD 10-cwt. van, repainted, £95.
1953 FORD 5-cwt. van, repainted, £85. 867-337

ANCHOR MOTORS, L. TD.

VICTORIA ROAD,
CHESTER 22622.

ROOTES MAIN DEALERS.

EARLY DELIVERY OF ALL

COMMERCIAL MODELS.

7 CWT. TO 12 TONS.

THE FOLLOWING FOR

IMMEDIATE DELIVERY.

NEW COMMERCIAL 7-ton 9-ft. 7-in. tipper, complete, 900 x 9.00 x 20 tyres, air brakes, 5-speed box.
NEW COMMERCIAL 7-ton 9-ft. 7-in. tipper, complete, 900 x 20 tyres, 5-speed box, air brakes.
NEW COMMERCIAL 7-ton 11-ft. 9-in. chassis-cab, diesel, 900 x 20 tyres, 5-speed box.
NEW COMMERCIAL unipower long-wheelbase diesel, chassis-cab, 5-speed box, air brakes, 900 x 20 tyres.
1959 AUSTIN 15-cwt. pick-up, one owner, very clean, £425.
CHOICE of several 5- and 7-ton tippers at low prices to clear.

ANCHOR MOTORS, CHESTER.

867-336

July 29, 1960 - THE COMMERCIAL MOTOR 49
(Supplement)

Used Goods Vehicles (contd.)

CENTRAL GARAGE,

AUTHORIZED

LEYLAND, ALBION DEALER,
BARNLEY ROAD, SOUTH ELMSALL,
NEAR PONTEFRAC.
Phone, South Elmsall 276-7-8.

1951 BEDFORD platform, petrol.
1952 BEDFORD platform, petrol.
COMMERCIAL TS3, 1957, with 22-ft. platform body and Boys rear axle.
FORD 4D 1955 5-ton with drop-side body.
BEDFORD 5-ton 1956 tipper, petrol engine.
ALBION SP3, 1951, drop-sided body.
LEYLAND Comet 1957 normal-control long-wheelbase tipper.
ERF Steer, 1955, platform body.
ATKINSON 1947 6-wheeler, platform body, very clean, engine damaged.
GUY Otter, 4LK engine, 1955.
ALBION Chieftain, 1956, 18-ft. platform body.

TERMS AND PART-EXCHANGES.

CENTRAL GARAGE,

SOUTH ELMSALL. 867-410

CHESAIRE MOTORS, CO. L. TD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

1957 BEDFORD long-wheelbase diesel truck, model excellent condition throughout, one owner, used on C licence only, £525.
NEW vehicles in stock for immediate delivery.
10-12- and 15-cwt. Thames vans. 867-351

COUNTY OAK SERVICE STATION, L. TD.

VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

IMMEDIATE delivery.

NEW BEDFORD Workabuses.
NEW BEDFORD Utilabikes.
1959 FORD 15-cwt. Thames van, one owner, £350.
1956 BEDFORD CA van, £255.
1955 B.M.C. 3-ton long-wheelbase van, diesel, £425.
1955 TROJAN diesel 1-ton van, £245.
1956 HILLMAN estate car, nice condition, £400.
1960 FORD Thames 5-cwt. van, mileage 600, £350, 867-427

A. E. CONNORTON, L. TD.

AUTHORIZED FORD AGENTS.

NEW FORD Trader 6D Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
NEW FORD 7-ton Trader, fitted with 9.00 x 20.
NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.
NEW 5-ton 6D long-wheelbase truck.
1960 Model 7-ton AUSTIN chassis-cab, one owner, C licence, £800.
1958 B.M.C. 10-ton tractor unit, fifth-wheel coupling, £625.
1954 AUSTIN 5-ton boxvan, P6 engine, £125.
1953 November, BEDFORD long-wheelbase truck, fitted with Perkins P6 engine, £350.
1950 A.E.C. 8-wheeler hydraulic tipper, double-drive, air brakes, £825.
1948 A.E.C. medium wheelbase, 7.7 engine, £225 each.
HIRE-PURCHASE arranged.
CONNORTON, 328 Brixton Rd., S.W.9. Brixton 7962, Pollards 2421. 867-399

E. RAYMENT, L. TD.

DODGE DISTRIBUTORS FOR EAST LONDON.

LEYLAND Comet 1949 truck.
NEW 10-cu.-yd. steel tipper body.
DODGE 1955 106 P6 platform.
DODGE 6-cu.-yd. hydraulic tipper (petrol).
FODEN 1951 6 x 4 diesel platform.
FORD P6 5-ton 1943 platform truck.

334-340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 867-341 8-45

Used Goods Vehicles (contd.)

WRAY PARK GARAGES, LTD.

MORRIS DISTRIBUTORS,
REIGATE 2263 (SURREY).

NEW VEHICLES AVAILABLE FOR
IMMEDIATE DELIVERY.

MORRIS-COMMERCIAL 3-ton FG drop-side truck, diesel.
MORRIS-COMMERCIAL 30-cwt. FG chassis-cab, petrol and diesel.
MORRIS-COMMERCIAL 30-cwt. chassis and front end, diesel.
2-TON FG-type cab, drop-side, diesel.

GOOD STOCKS OF
SECOND-HAND VEHICLES

AS BELOW—

1959 BEDFORD 6-ton short-wheelbase tipper, £825.
1956 BEDFORD CA van, good condition, £195.
MORRIS 1958 1-ton van, in good condition, £285.
1958 AUSTIN 152 15-cwt. van, 15,000 miles, £365.
1957 LAND ROVER 88-in. petrol, green, low mileage, one owner, £425.
1956 AUSTIN 5-ton drop-side truck, £395.
1955 AUSTIN 1-ton LD1 van, in primer, £250, 867-370

BIRMINGHAM COMMERCIAL OFFER—

NEW MORRIS 30-cwt., 7-ton trucks and vans from stock.
NEW DODGE 12-ton tractor unit from stock.
1956 ATKINSON 8-wheel tipper.
1954 FODEN 6-wheeler.
1959 BEDFORD 7-ton, mounted 2,000-gallon steel tank.
1956 B.M.C. 2-ton truck.
1952 FODEN 8-ton tipper, 4LW.
1957 LEYLAND Comet.

BIRMINGHAM COMMERCIAL MOTORS, LTD.,
560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437. 867-387

HENSMAN'S, Brentwood 5252, offer—

1958 Thames 15-cwt. van in primer, one owner, £325.
1958 Thames 10-12-cwt. van, red, £325.
1958 BEDFORD 10-12-cwt. van, grey, good condition, £290.
1957 Thames 5-cwt. van in primer, one owner, £275.
1956 AUSTIN A30 van, green, £195.
1956 MORRIS-COMMERCIAL 3-ton diesel truck, £320.
1955 Thames 5-cwt. van, fawn, one owner, £240.
1956 10-cwt. van, with alloy truck body, one owner, £110.
1955 BEDFORD 10-12-cwt. van in primer, £265.
1954 LAND ROVER, petrol engine, hard top, excellent condition, £310.
1950 Thames 2-ton van, petrol engine, £100.
BEDFORD articulated units, Scammell couplings, choice of two, £55.
NEW vehicles from stock.
NEW Thames Trader 7-ton 108-in. wheelbase 6-cylinder diesel tipper chassis and cab, single heater, flashers, 9.00 x 20 tyres, 3-piece wheels.
NEW Thames Trader 7-ton 108-in. wheelbase 6D tipper chassis and cab fitted with special all alloy U-shaped 7-cu.-yd. tipping body, single heater, flashers, 9.00 x 20 tyres, 3-piece wheels. 867-58

FOR good used commercials, including tippers and special bodies, always contact
GILBERT RICE, LTD., Ford main dealers, Horsham, Sussex. Phone 4331. 867-338

FOR immediate delivery, one DODGE 3145 AR tipper with body fitted.
NEW DODGE 3145, Leyland engine, 4- or 6-wheel, for immediate delivery.

1956 B.M.C. 7-ton tipper, in very good condition.
1959 FORD Trader 6D tipper.
1956 DODGE 145 model with Boys trailing axle, alloy tipping body.
1958 COMMERCIAL T53 platform lorry.
1943 E.R.F. 6-wheel platform lorry.
1955 E.R.F. double-drive 8-wheel coal tipper, new engine fitted this year, in very good order.
1951 FODEN 8-wheeler alloy-wood platform lorry, all good tyres.
1957 ATKINSON 8-wheeler tipper, 11.3 engine, 6-speed box, with alloy body, choice of two.

K. AND F. (COMMERCIALS), LTD.

GUY, DODGE,
COLESHILL HOUSE,
ATHERSTONE.

Phone 2130 and 2166. 867-467

Used Goods Vehicles (contd.)

1952 BEDFORD 7-ton long-wheelbase drop-side truck, petrol, £150.
1951 BEDFORD 5-ton long-wheelbase flat truck, diesel, £250.
1948 SEDDON 6-ton long-wheelbase truck, diesel, £150.
1954 BEDFORD 5-ton long-wheelbase cattle truck, diesel, £450.
1952 BEDFORD 3-ton long-wheelbase drop-side truck, petrol, £165.
1953 BEDFORD 5-ton short-wheelbase tipper, petrol, £100.
1953 BEDFORD 7-ton short-wheelbase tipper, petrol, £250.
1956 COMMERCIAL 5-ton medium-wheelbase tipper, diesel, £350.
1958 November, FORD 7-cwt. van, heater, in specimen condition, £295.
1952 BEDFORD 5-ton long-wheelbase furniture van, petrol, excellent order, £225.
1958 MORRIS 1-ton van, specimen condition, petrol, £325.
1949 MORRIS-COMMERCIAL 2-ton van, petrol, good running order, £45.
1958 December, AUSTIN 1-ton van, petrol, in beautiful condition, £345.
CONFIDENTIAL hire-purchase terms. Part-exchanges.

GRAHAM BROTHERS (MOTORS), LTD.

THE COMMERCIAL SALES DEPT.,
799 CHESTER ROAD,
STRETFORD.
Tra 3311 (ext. 11).
Blackfriars 9935 (after hours). 867-455

L. A. RICH FOR COMMERCIALS.

LOW MILEAGE (EX MINISTRY), UNREGISTERED.
AUSTIN Loadstar 4 x 4 chassis and cab, total mileage 1,400, absolutely as new, £475.
FORDSON E17 6-wheeler chassis and cab, total mileage 800, again unmarked and as new, £325.
AUSTIN K5 6-wheeler chassis and cab, unregistered and ready to drive away, £125.
BEDFORD Q12 4 x 4 chassis and cab, very fine condition (choice of eight), £120.
MORRIS LC 25-cwt. van (ex Home Office), fine order, £110.
514 COLDHAMS LANE,
CHERRY HINTON, CAMBRIDGE.
Phone 87597. 867-443

SURPLUS to requirements owing to modernization.
SIN 35-39-seater LEYLAND Cherahs, four with A.E.C. 7.7 engines, all with one to two years' certificate of fitness, from £160 subject to condition of tyres.
BEDFORD QL breakdown truck, double jibs, £425.

BEDFORD 250-gallon tanker, £120.
BEDFORD 12-cwt. Uteuton, £125.

1959 BEDFORD Dormobile, 18,000 miles only, £475.
1958 AUSTIN Mini-Bus, certificate of fitness to 1965, £550.
1949 30-seater COMMERCIAL, £45.

COMMERCIAL half-ced 20-seater with Perkins P6 engine, certificate of fitness 1961, as new, £550.
SOWERBY'S TOURS, LTD., The Garage, Gilsland, S. Nr. Carlisle, Gilsland 234. 867-282

VIGO MOTORS.

1958 BEDFORD Workabus, £425.
1957 BEDFORD van, 10-12-cwt., £300.
1952 COMMERCIAL estate, £135.

VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 867-277

£600. 1958 FORD 4D Trader, 16-ft. drop-sided body, one owner.
£195. 1954 BEDFORD A-type petrol Scammell tractor.
£195. SEDDON 6-ton lorry, new cab fitted.
£200. 20-ft. Scammell trailer.

£85 (The pair). QL 4-wheel-drive BEDFORDS, good runners, cab a bit shabby.
£75. Perkins P6 engine complete with all parts and gearbox for Fordson.
FROM £60, 16-ft. Scammell trailers.

£40. 3-ton Scammell trailer.
255 WALTON LANE, Liverpool, 4. Aintree 1875. 867-292

SPA GARAGE (LEEDS), LTD.

FOR
ALBION AND LEYLANDS.
MEANWOOD ROAD, LEEDS, 7.
Phone 34884.
Evenings, phone 688516.

1959 ALBION Chieftain, 9.00 x 20 tyres, 6-speed gearbox, chassis and cab only, excellent condition.
1956 SEDDON Mark 5L, P6 engine, 2-speed axle, drop-side body.
1956 COMMERCIAL T53, 9.00 x 20 tyres, 18-ft. drop-side body.
1956 MORRIS 5-tonner, 8.25 x 20 tyres, platform body.
1955 FORD, 4D engine, drop-side truck.

1954 THORN-CROFT Trident, diesel engine, 9.00 x 20 tyres, 18-ft. platform body.
1946 FODEN 8-wheeler, 6LW engine, 9.00 x 20 tyres, 24-ft. platform body.
1945 THORN-CROFT, diesel engine, platform body. 867-434

Used Goods Vehicles (contd.)

BROADHEAD ASSOCIATES.

ACE OF SPADES GARAGE,
BUTLEY, NEAR MACCLESFIELD.
Phone, Prestbury 86943.

A Selection of 1959 BEDFORD 10-12-cwt. vans.
A Quantity of 750-cu.-ft. insulated van trailers.
1959 BEDFORD SST1 (Bedford diesel) short-wheelbase 8-cu.-yd. tippers.
1.600. 10-FT. articulated van, S.A.E. pin.
A Quantity of 4-wheel trailers, 11 ft. 6 in. by 5 ft. 6 in. platform loading height 2 ft.
VARIOUS 4-, 6- and 8-wheel lorries to clear.
DISMANTLING for spares: Maudslay 9.6 Albion CX, Dodge 105 and various Seddons, etc., etc.
1951 ATKINSON artic., 6LW.
1948 ALBION Chieftain 7-tonner.
1957 B.M.C. 5-wheel coupling.
SEVERAL 1959 8-cu.-yd. BEDFORD tippers. 867-491

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

NEW. Immediate delivery.
12-TON COMMERCIAL tractor, fitted S.A.E. coupling, air brakes, 400 x 20 tyres.
COMMERCIAL-UNIPOWER 21-ft. 6-wheel platform truck, with 9.00 x 20 tyres, air brakes, power steering.
COMMERCIAL 15-cwt. van.

USED.

1958 MORRIS 15-cwt. van, immaculate.
1954 BRISTOL 8-wheel, 24-ft. platform.

38 UNBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Iver 561 or Beaconsfield 1081. 867-425

1948 E.R.F., 5-speed box, with 16-ft. bod, low-loading tractor, knock-out axle, £450.
1957 AUSTIN Omnicab, repainted and overhauled, £420.

CHAMBERS ENGINEERING, Weston Turville, Aylesbury. Stoke Mandeville 2282. 867-116

1958 FORD 15-cwt. drop-sided truck, heater, passenger seat, one owner, £395, Enl 3950.
1959 MORRIS 15-cwt. J2 standard van, heater, 7,000 miles only, one owner, £395, Enl 3950.
1956 FORD 5-cwt. van, in grey, fitted heater, passenger seat, private, one owner, £235, Enl 3950. 869-0875

SAYERS GARAGE, Brough, Westmorland. Brough 238. 867-152

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441.

1959 A.E.C. Mercury medium-wheelbase tipper, 14-cu.-yd. body.
SEDDON distributors for Monmouthshire. 867-201

1954 BEDFORD 7-ton platform truck.
1956 VOLKSWAGEN 15-cwt. van.
1955 BEDFORD 4-ton P6 truck.
1957 COMMERCIAL 8-cwt. van.
1956 BEDFORD articulated diesel, Scammell hitch.
1958 Thames Trader tipper, 6D.
1959 Thames Trader tipper, 6D.
1956 VOLKSWAGEN 15-cwt. pick-up.
1954 MORRIS 1-ton van, petrol.
1957 BEDFORD Utilibike.

CAMPBELL SYMONDS AND CO., LTD., Fort Avenue, Wembley, Middx. Arnold 7771. 867-290

WOODYATT MOTORS, LTD., offer—

1945 MAUDSLAY Majal Mark II drop-side truck, reduced to £175.
1950 LEYLAND Comet 8-cu.-yd. short-wheelbase alloy tipper, reduced to £350.
WOODYATT MOTORS, LTD., Milton Rd., Southend-on-Sea. Phone 43544. 867-585

OVER HALL GARAGES, LTD.

SELECTION BEDFORD vans.
1955 BEDFORD 7-ton platform lorry, petrol, one owner, £325.
1955 BEDFORD platform alloy body, one owner, £335.
1955 BEDFORD 25-cwt. van, £185.
1953 BEDFORD 10-ton tractor unit, S.A.E. coupling, petrol, £205.
NEW 15-cwt. BEDFORD van.

OVER HALL GARAGES, LTD.

STAINES ROAD, BEDFORD, MIDDX.

Ashford 5741. 867-434

Used Goods Vehicles (contd.)

CHANDLER'S
LUTON vans at
1954 AUSTIN
Phymax
1955 BEDFORD
excellent
6 in. inside height
two
1956 MORRIS
aluminium
TRUCKS and
1954 BEDFORD
order, 4
1953 BEDFORD
condition
1955 BEDFORD
£285.
1955 ATKINSON
in very
1950 SEDDON
first-class
1956 BEDFORD
brewery.
CHANDLER'S
St., London, N.
LANGLEY MILL
1951 FODEN
1953 FODEN
£850.
1949 SCAMMELL
1951 ALBION
air brake
1955 Kestrel
side-swing
FOUR 20-ft. B.T.
ONE 24-ft. Dyso
ONE 18-ft. in-w
LANGLEY MILL
ONE SEDDON
BEDFORD S
9.00 x 20 tyres
ONE B.M.C. for
Ole, good order
ERNEST THORP
E Sheffield. Ph
5-30-CWT., v
£50, inc
Spring and Co., L
Lane, N.11. En
WINCHESTER
1955 BEDFORD
a 20 ty
1957 FORD
two, £3
1954 FORD
£160.
1959 7-ton TR
1955 BEDFORD
5-ton A
1954 5-ton A
WINCHESTER
Leytonstone
1955, Novem
alloy b
wheelbase tipping
commutate
PHILLIPS MOT
443 Handswo
ANY type of co
A late-model, da
Avenue, Bradford
WANTED, MO
or truck. N
10. Phone 76809.
WANTED, low-
Mustang, not
and Welsh Transp
Phone, Cardiff 22
FLATS, vans and
Short, Ltd., N
WANTED to r
all types, 30-c
tippers. Also
Wide and Bennett,
after hours 2356.
ALL types and m
any weight. G
M., Bow Rd., Lo
LATE models co
spot cash.
COX'S MOTORS
West Bromw
SPECIAL
MAUDSLAY S
Special A li
1 ton, best offer
NEWPORT MO
Newport, Mon.

Used Goods Vehicles (contd.)

CHANDLERS MOTORS, LTD.

LUTON vans and pantechinons.

1954 AUSTIN 3-ton 1,000-cu.-ft. pantechinon, Plymax body, low loading, £295, choice of 1955.

1955 BEDFORD A-model 3-ton, integral cab, in excellent condition, C-licence operator, 6 ft. 6 in. inside height, with roller shutter, £265; choice of 1956.

1956 MORRIS 5-ton 1,200-cu.-ft. pantechinon, aluminium body, in superb condition, £475, aluminium units.

1954 BEDFORD 5-ton long-wheelbase truck, excellent order, £250.

1953 BEDFORD 3-ton drop-side truck, very good condition, £245.

1955 BEDFORD 3-ton truck, very good condition, £285.

1955 ATKINSON 4LK pantechinon, 1,500 cu. ft., in very good condition, C-licence user, £250.

1950 SEDDON P6 diesel 1200 pantechinon, in really first-class order, C-licence operator, £340.

1956 BEDFORD 10-ton R6 Scammell unit, ex-brewery, in first-class condition, choice of two, £345.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 867-488

LANGLEY MILL COMMERCIAL VEHICLES, LTD.

1951 FODEN 8-wheeler, 25-ft. double-drop-side, £600.

1953 FODEN 8-wheeler, 25-ft. double-drop-side, clean, £850.

1949 SCAMMELL tractor, 5th pin, 15-20-ton, £650.

1951 ALBION tractor, 15-ton, 9.9 engine, 5th pin, Registered A.E.C. alloy-body tipper, double-drop-side 8-wheeler, £900.

1955 FOUR 26-ft. B.T.C. trailers, air brakes, four-in-line.

ONE 24-ft. Dyson air and vacuum.

ONE 18-ft. in-well KO four-in-line low loader.

LANGLEY MILL 2623 Notts. 867-422

ONE SEDDON article, 22-ft. body, P6, 2-speed, £150.

BEDFORD S type, Meadows engine, 5-speed box, 8.00 x 20 tyres, 18-ft. body, 1956, £260.

ONE B.M.C. long-wheelbase, hydraulic steering, 2-speed axle, good order, £350.

ERNEST THORPE AND CO., LTD., Thurgoland, near Sheffield. Phone, Stocksbridge 2152. 867-322

5-30-CWT., various commercial vehicles, prices from £100, including selection of Lutons, L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575. 867-346

WINCHESTER MOTORS (LEYTON), LTD., offer:-

1955 BEDFORD 7-ton platform, Comet engine, 9,000 x 20 tyres, 18-ft. body, 1956, £260.

1957 FORD 5-ton drop-sided Traders, choice of two, £375 each.

1954 FORD pantechinon, 1,400 cu. ft., P6 engine, £160.

1959 7-ton Trader, £785.

1955 BEDFORD 7-ton petrol, 9,000 x 20 tyres, £175.

1954 5-ton A-type BEDFORD truck, petrol, £165.

WINCHESTER MOTORS (LEYTON), LTD., 133 Leytonstone Rd., Stratford, E.15. Maryland 2082. 867-414

1955, November, Albion Chieftain long-wheelbase alloy body, 1958 (November) Bedford long-wheelbase tipping vehicle, 1958 Vauxhall Cresta, in immaculate condition.

PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 441 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 867-501

Unclassified Wanted

ANY type of commercial vehicle bought for cash, also late-model, damaged vehicle. Write, 149 Mayo Avenue, Bradford, 5. Phone 27694, day or night. ZZZ-932

WANTED, MORRIS-AUSTIN 1-ton-30-cwt., diesel van or truck. Norths, Pontefract Rd., Stourton, Leeds, 19. Phone 76809. 871-8858

WANTED, low-mileage FODEN Twin Steer or A.E.C. Mustang, not earlier than 1958. Full details, London and Welsh Transport Service, Ltd., Godfrey St., Cardiff. Phone, Cardiff 25066. 867-8860

FLATS, vans and low-loader articulated trailer, W. H. Short, Ltd., Newthorpe, Notts. Kimberley 867-203

WANTED to purchase urgently, late-model vehicles, all types, 30-cwt.-18-ton, multi- and four-wheel flats and tippers. Also damaged vehicles suitable for rebuilding. Write and Bennett, Ltd., Hadfield. Phone, Glossop 2902; after hours 2356. 867-242

ALL types and makes of commercial vehicles wanted, of any weight. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., London, E.3. Advance 5242. 867-401

LATE models commercial vehicles wanted, any make, 5000 cash.

OXON'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 867-463

SPECIAL A-LICENCE VEHICLES

MAUDSLAY Steer, first-class machine, complete with special A licence, base Oxford, unladen weight 1 ton, best offer.

NEWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441. 867-202

Special A-licence Vehicles (contd.)

TRANSPORT FIRM

HAVE FOR DISPOSAL

THREE VEHICLES WITH A LICENCES.

Write to:-

BENJAMIN KAY AND BRUMMER,

57 BLANDFORD STREET, W.1. 867-12

THREE general A licences (Metropolitan) comprising two at 3 tons 15 cwt. and one at 3 tons 18 cwt. Inquiries Box CM6712, care of "The Commercial Motor." 867-XB7699

Special A-licence Vehicles Wanted

WANTED, special A-licence vehicles, all areas, and haulage businesses, Wheatley and Farrows Garages, Ltd., Stamford, Lincs. Phone, Stamford 2104-5. 867-199

EXPANDING haulage company, anxious to purchase special A licensed vehicles only, of any weight or type, in any part of the country, at £350 per ton, with or without vehicles, urgent. Box CM7679, care of "The Commercial Motor." 867-241

WANTED to purchase, special A licences and vehicles of all types, any weight, in any part of the country.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, GLOSSOP 2902-3.

AFTER HOURS 2356. 867-244

WANTED, special A-licence vehicles, all areas and haulage business. Percy D. Sleeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081. 867-424

WANTED, urgent, 4-ton, 5-ton special A-licence vehicles, East or Metropolitan Area, Church Road Motors (Southend), Ltd., Church Rd., Hadleigh, Essex. Phone 57271 (10 lines). 867-473

NEW GOODS VEHICLES

A.E.C.

A.E.C.

ALMA GARAGES (BRISTOL), LTD.,

AUTHORIZED DEALERS, OFFICIAL REPAIRERS AND SPARE PARTS STOCKISTS FOR A.E.C. EARLY DELIVERY OF MERCURY CHASSIS—VARIOUS WHEELBASES.

MITCHELL LANE,

VICTORIA STREET, BRISTOL, 1.

Phone 27063 (five lines), Sales Office 24669, 867-1

COMMERCIAL VEHICLE SALES AND

REPAIRS (ESSEX), LTD.

AUTHORIZED DISTRIBUTORS, SPARES STOCKISTS.

OFFICIAL REPAIRERS FOR A.E.C.

CRANES CLOSE,

BASILDON, ESSEX.

Phone, Basildon 20223-4-5.

FOR IMMEDIATE DELIVERY—

A.E.C. MARK V MAMMOTH MAJOR, WITH CAB, SINGLE DRIVE, TRAILER DRAWBAR, TRAILER BRAKE PIPES AND COUPLINGS, LONG WHEELBASE. ALSO MARK II LONG-WHEELBASE MERCURY. OTHER TYPES ALSO AVAILABLE. 867-6

A.E.C.

ONE NEW A.E.C. 8-WHEEL MAMMOTH MAJOR FOR IMMEDIATE DELIVERY.

IMMEDIATE DELIVERY.

AUTHORIZED DEALERS.

INQUIRIES WELCOMED, OUR REPRESENTATIVES WILL BE PLEASED TO CALL AND DISCUSS MATTERS WITH YOU.

TOP ALLOWANCES ON OLD VEHICLES.

VERY ATTRACTIVE H.P. TERMS.

CENTRAL GARAGE (UPPINGHAM), LTD.

Phone, Uppingham 3296-7-8. 867-195

NEW A.E.C. Mercury Mk. II chassis and cab, 17-ft. 4-in. wheelbase, immediate delivery. Special terms. ERRINGTONS OF EVINGTON, Leicester. Phone 38102-3. 867-233

ALBION

BROWNHILLS MOTOR SALES,

LEYLAND, ALBION, SCAMMELL

AUTHORIZED DEALERS.

We offer early delivery of new ALBION Reivers.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392. 867-186

New Goods Vehicles (contd.)

ALBION AND LEYLAND NEW COMMERCIAL AND PASSENGER VEHICLES

AVAILABLE FOR EARLY DELIVERY.

ATTRACTIVE TERMS AND EXCHANGES

WE WELCOME YOUR INQUIRIES WHICH WILL RECEIVE OUR PROMPT ATTENTION.

COMPREHENSIVE SPARES AND SERVICE FACILITIES.

LONG-DISTANCE OPERATORS SPECIALLY CATERED FOR.

MILLBURN MOTORS, LTD.,

GLASGOW. CARLISLE. PRESTON

Phone, Bell 0073-6. Carlisle 2542. Longton 3255

SPARSHATTS.

EARLY DELIVERIES OF THE NEW 5-TON CLAYMORE AND 7-TON CHIEFTAIN.

PART-EXCHANGES AND DEFERRED TERMS

TRADE INQUIRIES INVITED.

Authorized Sales and Service Depots and Agents for the County of Sussex.

SPARSHATTS.

BOGNOR ROAD, CHICHESTER.

Phone, Chichester 4154.

SPARSHATTS.

BELLENDA ROAD, PECKHAM, S.E.15.

New Cross 2939. ZZZ-62

WARWICK MOTOR ENGINEERING CO. LTD.

ALBION CONCESSIONAIRES.

AUTHORIZED LEYLAND DEALERS.

STOKE GARAGE,

COPELAND STREET, STOKE-ON-TRENT.

Phone 47507-8. 867-44

AUSTIN

THE CAR MART, LTD.

AUSTIN COMMERCIALS.

WELSH HARP, EDGWARE ROAD, N.W.9.

HENDON 6500.

And at Euston 1212; Streatham 0054; Ealing 6600;

Hither Green 6111. ZZZ-77.

ALL models, private and commercial. Prynne and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. ZZZ-746

C. G. NORMAN (COMMERCIAL), LTD.,

Official AUSTIN Commercial Vehicle Distributors.

SPECIFICATIONS FOR ALL TYPES OF BODIES SUBMITTED.

50 VAUXHALL BRIDGE ROAD.

LONDON, S.W.1. Victoria 2211. ZZZ-862

EARLY delivery of all models; 30-cwt. diesel van available. F. J. Keen and Son, Ltd., Queen's Circus, S.W.8. Macaulay 3373. 867-268

AUSTIN A152 van. Acorn 6731. 867-396

H. A. SAUNDERS, LTD.,

AUSTIN COMMERCIAL DEPT.

NEW AUSTIN £200 30-cwt. petrol or diesel drop-side trucks.

NEW AUSTIN LD5 30-cwt. vans.

NEW AUSTIN 2-ton F.G. chassis-cabs, petrol, diesel, choice of bodies.

NEW AUSTIN 3-ton forward-control, chassis-cab, diesel, choice of bodies.

NEW AUSTIN 5-ton forward-control, chassis-cab, diesel, with boxvan or 1,250 c.c. Luton body.

SAUNDERS FOR YOUR AUSTIN.

836-842 HIGH ROAD, FINCHLEY, N.12

HILLSIDE 5272. 867-88

847

New Goods Vehicles (contd.)

SAM ROBBINS, LTD.
COMMERCIAL DISTRIBUTORS,
28-32 COX STREET,
COVENTRY.
Phone 23242-4.
OFFER FROM STOCK FOR
IMMEDIATE DELIVERY
NEW AUSTIN 7-TON TIPPERS WITH 7-CU.-YD.
BODIES, ALL STEEL OR WOOD.
ALSO AVAILABLE FOR
IMMEDIATE OR EARLY DELIVERY:
New AUSTIN A152 Omnivans
New AUSTIN A152 Omnitruck.
*New AUSTIN 30-cwt. FG petrol chassis-cab.
*New AUSTIN 4-ton FG diesel chassis-cab.
*New AUSTIN 5-ton short-wheelbase normal-control
petrol chassis-cab.
*BODIES AVAILABLE AT SHORT NOTICE.
New AUSTIN 4 x 4 petrol-engined Gipsy.
INQUIRIES INVITED, PART-EXCHANGES
WELCOME.
DEMONSTRATION WITHOUT OBLIGATION.
PHONE, WRITE OR CALL.
SAM ROBBINS, LTD.,
28-32 COX STREET, COVENTRY.
Phone, Coventry 23242. 867-196

AUSTIN 152 van and 12-seater Omnicab, immediate.
Westons Garage, Kew, Prospect 4479. 867-431

MASKELLS (BRISTON), LTD.
AUSTIN commercial vehicle distributors, most models
available from stock; spare parts stockists, trade and
retail bodybuilders, coach painters, tyre distributors, 297
Brixton Rd., S.W.9. Phone, Brixton 0111. 867-445

BEDFORD

ASK your agent for details of the new Boys third axle
for the new big BEDFORD 7-ton. zzz-742

C.A.C., BEDFORD main dealers. Specialists in
Bedford conversions, Dormobiles, caravans
and Utilities. Many models on show. Early delivery
assured. Large stocks undergoing conversion. Hire-
purchase terms to suit your requirements, also contract
hire and part-exchange.
CROYDON AUTOMOBILE CO., LTD., London Rd.,
Croydon, Tho 3686 (10 lines). zzz-811

ANNA VALLEY MOTORS (ANDOVER), LTD.,
ANDOVER, HANTS.
Phone 2344-5-6.

FOR IMMEDIATE DELIVERY:

NEW BEDFORD normal-control 6-ton tipper, 300 c.c.
diesel 5.83:1 rear axle.
NEW BEDFORD normal-control extra-long-wheelbase
drop-side truck, 300 c.c. petrol, 5.83:1 rear axle.
867-8856

K.J. MOTORS, LTD.

BEDFORD official main dealers.
NEW BEDFORDS for immediate delivery.
WIDMORE RD., Bromley, Kent. Ravensbourne 3456.
zzz-768

PRIMROSE offers third axle for your BEDFORD.

ALL inquiries to Primrose Group Sales, Clitheroe Rd.,
Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-756

IMMEDIATE delivery 15-cwt. BEDFORD CA vans,
short, long, Utilabake Farmers, standard Workobus,
short, long, truck 7 ft. or 8 ft., tippers, 360 cu. ft.,
pantechmon, Utilabus, FSV, 7-ton normal-control long-
wheelbase diesel truck. Real, Medland and Wills,
Bridgwater. Phone 2639. 867-53

SILVER LINE MOTORS.

VAUXHALL and BEDFORD MAIN DEALERS.
NEW BEDFORD 7-ton normal-control 6-cu.-yd. Tele-
hoist tipper, 2-speed axle, 300-cu.-in. diesel engine.
BEDFORD CA vans and conversions for immediate
delivery.

SILVER LINE MOTORS,

MOORLANDS,
WELWYN GARDEN CITY, HERTS.
Phone, Welwyn Garden 5494. 867-276

BEDFORD short-wheelbase 15-cwt. vans, primer, £452.
ex works.
BEDFORD long-wheelbase 15-cwt. vans, primer, £477.
ex works.
SHERWOOD'S GARAGES, LTD., Monoton Rd.,
Monoton, Eccles, Lancs. Eccles 1883. 867-309

NEW BEDFORD diesel 7-ton forward-control drop-side
truck, primer coat, extra long wheelbase. Colonial
Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271.
867-482

B48

New Goods Vehicles (contd.)

COMPREHENSIVE RANGE OF MODELS

AVAILABLE
FROM 10 CWT. TO 12 TONS.
NEW VANS, TRUCKS AND TIPPERS.
ARLINGTON MOTOR CO., LTD.,
MAIN DEALERS:
HIGH ROAD, PONDERS END, MIDDX.
Phone, Howard 1266.
CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301.
RETAIL DEALERS:
DUMBALLS ROAD, CARDIFF, GLAMORGAN.
Phone, Cardiff 30641.
THE LEADING COMMERCIAL AND PASSENGER-
VEHICLE SPECIALISTS.
INQUIRIES WELCOMED.
BODYBUILDERS.
PROMPT ATTENTION.

ARLINGTON MOTOR CO., LTD.,
HIGH ROAD, PONDERS END, MIDDX.
Phone, Howard 1266. 867-373

COLONIAL MOTORS (SOUTHEND), LTD.

COLONIAL HOUSE, LONDON ROAD,
HADDEIGH.
Phone 57271 (10 lines).
OFFICIAL BEDFORD DEALERS.

BEDFORDS

ARE OUR BUSINESS.
VANS, TRUCKS, TIPPERS—NEW AND USED,
FROM STOCK. 867-474

NEW BEDFORD 7-ton forward-control short-wheelbase
chassis-cab, fitted 350 diesel engine, 9.00 x 20 tyres,
fitch plates, 5-speed gearbox, Telehoist SL7 gear, 7-cu.-yd.
drop-side body.

NEW BEDFORD 7-ton forward-control short-wheelbase
heavy-duty tipper, fitted 300 diesel engine, 2-speed
axle, 9.00 x 20 tyres, 3-piece wheels.

NEW BEDFORD 7-ton forward-control short-wheelbase
chassis-cab, fitted 300 diesel engine, 2-speed axle,
9.00 x 20 12-ply tyres, full-width front bumper, Telehoist
SL7 gear, 7-cu.-yd. double-drop-side body.

HZLEMER MOTOR CO., Waltham Abbey, Essex.
867-395

B.M.C.

HAVE you seen the B.M.C./Boys 10-ton 6-wheeler?
Ask your agent for details. zzz-743

PRIMROSE offers third axle and twin steers for your
B.M.C. vehicles.
ALL inquiries to Primrose Group Sales, Clitheroe Rd.,
Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-754

EAST GREENWICH GARAGE, LTD., Trafalgar Rd.,
S.E.10, Grc 4881. Early delivery all models. 867-735

COMMER

BOYS third axles are available for COMMER 7-ton
trucks. Ask your agent. zzz-744

REGAL GARAGE (OLD KENT ROAD), LTD.,

ROOTES GROUP AREA DEALERS,
SALES, SERVICE, SPARES.
Immediate or early delivery on all COMMERS from
7 cwt. to 12 tons, with petrol or diesel engines.
The largest stockists of Rootes Group spares in South
London.

814 OLD KENT ROAD, S.E.15.

NEW CROSS 4966. zzz-785

FOR immediate delivery new COMMER 7-ton Rootes
diesel wood-bodied tippers, calibrated to 8 cu. yd. and
10 cu. yd., with 9.00 x 20 tyres, heaters, flashers, helper
springs, 5-speed gearboxes, painted and ready for use.
CROUCH'S GARAGE, LTD., Ashford, Kent. Phone
866. 867-51

MORTON'S GARAGE, LTD.

BINLEY ROAD, COVENTRY.
Phone 53351.

OFFER FOR IMMEDIATE DELIVERY

NEW COMMER 7-TON LONG-WHEELBASE
DROPSIDER, DIESEL.

PAINTING and LETTERING TO YOUR
SPECIFICATION.

PART-EXCHANGES. INSURANCE.
CREDIT FACILITIES. zzz-815

IMMEDIATE delivery new COMMER 7-ton diesel drop-
sider truck, 18 ft. by 7 ft., overdrive, power-assisted
steering, air hydraulic brakes, heater, indicators, rope
hooks, 900 x 20 tyres. H. Taylor and Co., 135 London
Rd., Kingston-upon-Thames 1263. 867-57

New Goods Vehicles (contd.)

HAMBLINS OF RUSHDEN

FOR YOUR NEW COMMER.
ALWAYS LARGE STOCKS OF NEW COMMERS
FOR IMMEDIATE DELIVERY.

HAMBLINS OF RUSHDEN.

TOP ALLOWANCES ON YOUR OLD VEHICLES.
EXCELLENT HIRE-PURCHASE FACILITIES
FROM NO DEPOSIT.

HAMBLINS OF RUSHDEN

OFFER FOR IMMEDIATE DELIVERY:—
12-TON COMMER tractor, fifth-wheel coupling, Eaton
7-ton steel-bodied tippers with air brakes, 5-speed
low-loading machinery trailer with knock-out rear axle
and 4-ton winch, etc.
NEW 11-ton super-capacity van.

PROMPT delivery of new short-wheelbase, medium-
wheelbase 6-wheel tippers and flats.
NEW COMMER 7-ton coal-bodied tipper.

FOR immediate delivery new COMMER short-wheelbase
7-ton steel-bodied tippers with air brakes, 5-speed
scarbox, calibrated to 8 cu. yd., ready to drive away.
NEW COMMER medium-wheelbase wooden-bodied
tippers, fitted all extras, ready to drive away.
NEW COMMER long-wheelbase wooden-bodied tipper.
Ideally suited for coal, ready to drive away.
CONTRACT hire from £17 per week.

HAMBLINS OF RUSHDEN.

Phone, Rushden 3211.
NORTHAMPTONSHIRE. 867-184

S.W.7. Brew Bros., Ltd., 133 Old Brompton Rd.,
for early delivery of all models. Fre 3333. 867-272

11-TON super capacity van, petrol, available now.
2 Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7.
Fre 3333. 867-274

HOMERTON GARAGE, LTD.

112-118 and 142 HOMERTON HIGH STREET, E9.
Amb 0236-7.

COMMER SALES, SERVICE AND SPARES.

EARLY delivery on all COMMERS from 7 cwt. to
12 tons. Easy hire-purchase facilities.
IMMEDIATE delivery of 7-ton drop-side COMMER
diesel lorries.
PHONE for demonstration without any obligation. 867-393

IMMEDIATE delivery, new COMMER 7-ton, Rootes
diesel, tipper truck, 9-ft. 7-in. wheelbase, special
7-cu.-yd. steel double-drop-side body, Telehoist SL7 tipping
gear and chassis, sub frame, 4-speed synchro gearbox and
overdrive, power steering, 9.00 x 20 12-ply tyres, offered
for immediate delivery owing to cancellation of order.
Adcocks Garages, Ltd., Chichester 2415. 867-4766

DODGE

BOYS third axle for the new DODGE 3144 and 3145
tipper and flat. Ask your agent. zzz-745

COTTEE AND EDWARDS (1939), LTD., Castle
Boulevard, Nottingham. Phone 46674. Distribution
for Nottinghamshire. Full range of spares available.
Service and sales. zzz-938

CENTRAL GARAGE (UPPINGHAM), LTD.

RUTLAND.
Phone, Uppingham 3296-7-8.

AUTHORIZED DODGE AREA DEALERS.

WE OFFER THE FOLLOWING

FOR EARLY DELIVERY.
SHORT-WHEELBASE TIPPERS.
MEDIUM-WHEELBASE TIPPERS AND FLATS.
LONG-WHEELBASE AND 6-WHEELERS.

HIGHEST ALLOWANCES ON ALL VEHICLES

H.P. FROM AS LITTLE AS NO DEPOSIT. zzz-776

NORTH CHESHIRE MOTORS, LTD.,

Phone, Warrington 33271. Sales, spares and service. zzz-972

NEW DODGE 3144Y 7-ton 6-cu.-yd. tipper, Leyland
Comet engine, 9.00 x 20 12-ply front tyres and 9.00 x
20 14-ply rears, 3-piece heavy-duty wheels, flashing
director indicators, complete vehicle in primer paint.
£1,960 13s.
SHERWOODS GARAGE, 110 Buxton Rd., Stockport.
Phone, Stockport 5083 or 4741. 867-312

LAWLER MOTORS, LTD.

OFFICIAL AGENTS.
NEW VEHICLES, REPAIRS, SPARES,
BODYBUILDING, PAINTING.

FINCH STREET,

DEPTFORD, S.E.8.
Phone, Tideway 4441-2-3. 867-774

New Goods Vehicles (contd.)

L. A. M.

DO
PERKIN
IMMEDIATE del
TON short-wh
EARLY delivery
It's DODGE-
BALHAM HIG

NEW DODGE 3
Comet engine,
20 14-ply rears
scarbox, power-as
sion, 35-gal. fuel
of used 2,000-gal
cabin, fitted fire s
and D.H. 100 cab
delivered in primer
SHERWOODS C
Phone, Stockport

ALL DODGE

OR
A

NEW DODGE
Comet engine,
20 14-ply rears
fishing director in
a primer paint, £
SHERWOODS C
Phone, Stockport

MAIN

FERRARI
200-220 C

ALL models from

A COMPLETE sp
PERKINS diesel

NEW DODGE

1198 from stock
Hadleigh, Essex.

COTTEE AND
for Nottinghamsh
Service and sales

NOW available

Trader, all mo

F. F.

AN

EARLY DE

SALES, S
219-221 BA
B

WIGGS and

and service.
Cros 1241.

PRIMROSE offer

ALL inquiries to
Whalley, Lancs.

FRY'S M

112-1

LONDON'S F

PH

offer the foll
Thames Trader art

Thames Trader ar
12-ton low-loader,
Tha

EARLY DELIVER

CLARKE AND
delivery on Th
and Simpson, Ltd.

New Goods Vehicles (contd.)

L. A. MITCHELL (MOTORS), LTD.
DODGE DISTRIBUTORS.
PERKINS DIESEL SIGNHOLDERS.
IMMEDIATE delivery:—
10-TON short-wheelbase tipper, Model 3123P.
EARLY delivery of all other petrol and diesel models.
It's DODGE—Mitchell's your man!
1 BALHAM HIGH RD., S.W.12. Phone, Bal 2234.
867-127

NEW DODGE 3146Y 7-ton, 179-in. wheelbase, Leyland
Comet engine, 9.00 x 20 12-ply front tyres and 9.00 x 20 14-ply rear and spare, three-piece wheels, 5-speed surbus, power-assisted steering, flashing director indicator, 35-gal. fuel tank, vehicle available prior to fitting of used 2,000-gal. 4-compartment fuel tank, complete with car-walk ladder, wired to Petroleum Board specification fitted fire screen and turned exhaust, power take-off and D.H. 100 cargo off-loading pump, complete vehicle delivered in primer paint, £2,404 10s.
SHERWOODS GARAGE, 110 Buxton Rd., Stockport.
Phone, Stockport 5083 or 4741. 867-311

KEYS OF DERBY.
ALL DODGE MODELS AVAILABLE IMMEDIATE OR EARLY DELIVERY.
ASHBOURNE ROAD.
DERBY.
Phone 40681. 867-169

NEW DODGE 3146Y 7-ton drop-side lorry, Leyland
Comet engine, 9.00 x 20 12-ply front tyres, 9.00 x 20 14-ply rear and spare, 3-piece wheels, dual heater, flashing director indicators, 35-gal. tank, complete vehicle in primer paint, £1,898 5s.
SHERWOODS GARAGE, 110 Buxton Rd., Stockport.
Phone, Stockport 5083 or 4741. 867-313

MAIN DODGE DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL models from stock or early delivery.
COMPLETE spares service for all types.
PERKINS diesel, every facility. 867-156

NEW DODGE 6-ton diesel tipper, 6-cu.-yd. drop-side
Telehoist body and gear, 8.25 x 20 tyre equipment, 16.98 from stock Church Road Motors, Distributors, Hadleigh, Essex. Phone, Hadleigh 57271. 867-479

FODEN
COTTEE AND EDWARDS (1939), LTD., Castle Boulevard, Nottingham. Phone 46674. Distributors for Nottinghamshire. Full range of spares available. Service and sales. zzz-927

FORD THAMES
NOW available, the Boys third axle for the Thames Trader, all models, tippers and flats. Ask your agent. zzz-746

F. H. PEACOCK, LTD.
MAIN FORD DEALERS
AND COACHBUILDERS.
EARLY DELIVERY OF ALL VEHICLES.
SALES, SERVICE AND INSURANCE.
219-221 BALHAM HIGH ROAD, S.W.17.
Balham 1271 (10 lines). zzz-816

WIGGS AND SONS, LTD., for FORD sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-626

PRIMROSE offers third axle for your 7-ton Trader.
ALL inquiries to Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone, Whalley 3315-6-7. zzz-755

FRY'S MOTOR WORKS, LTD.
112-116 LEE HIGH ROAD,
LEWISHAM, S.E.13.
LONDON'S FIRST FORD MAIN DEALER.
Phone, Lee Green 9111.

offer the following for immediate delivery:—
Thames Trader artic unit with B.T.C. coupling and 4-in-line trailer
NEW FORD 7-ton Trader, 138-in. wheelbase chassis-cab, with third axle conversion.
Thames 7-ton Trader 138-in. medium-wheelbase tippers with steel bodies.
NEW 7-ton Trader 138-in. medium-wheelbase chassis-cab 5-TON, low frame, immediate delivery.
ALSO 108-in. articulated units.
TOP allowance on your old vehicles.
NO H.P. CONTROLS NOW.
PURCHASE NOW FOR AS LITTLE AS NO DEPOSIT.

CLARKE AND SIMPSON, LTD. offer immediate delivery on Thames 7-cwt. and 15-cwt. vans. Clarke and Simpson, Ltd., 49 Sloane Square, S.W.1. Sloane 0436. 867-25

New Goods Vehicles (contd.)

NORMAN REEVES (MOTORS), LTD.

MAIN FORD DEALERS.

13 WINDSOR ROAD.

SLOUGH, BUCKS.

SLOUGH 22337, 22338, 25307, 20284, 23699

OWING TO LATE DELIVERY

FROM

MANUFACTURERS

WE CAN OFFER

FIVE

THAMES TRADER

108-IN.-WHEELBASE

7-TON CHASSIS CABS.

FITTED WITH

900 X 20 12-PLY TYRES.

NEW BRAKING SYSTEM

AND

SPECIAL 7-CU.-YD. ANTHONY

HOIST ALL-STEEL DROP-SIDE

BODIES.

THESE VEHICLES ARE CALIBRATED

AND

READY FOR THE ROAD.

NORMAN REEVES (MOTORS), LTD.

MAIN FORD DEALERS.

13 WINDSOR ROAD.

SLOUGH, BUCKS.

SLOUGH 22337, 22338, 25307, 20284, 23699

July 29, 1960—THE COMMERCIAL MOTOR 53
(Supplement)

New Goods Vehicles (contd.)

CENTRAL GARAGE (UPPINGHAM), LTD.
RUTLAND.

Phone, Uppingham 3296-7-8

THE FORD PEOPLE.

NEW FORD Thames Traders.

NEW FORD Thames Trader double-drive 6-wheeler available for early delivery.
NEW 7-ton Thames Trader short-wheelbase tippers, 9.00 x 20 tyres.
NEW 7-ton Trader 160-in. long-wheelbase chassis-cab with third axle conversion.
NEW 7-ton Trader 138-in. medium-wheelbase tippers with steel bodies.
NEW 7-ton Trader 138-in. medium-wheelbase chassis-cab 5-TON, low frame, immediate delivery.

ALSO 108-in. articulated units.

TOP allowance on your old vehicles.

NO H.P. CONTROLS NOW.

PURCHASE NOW FOR AS LITTLE AS NO DEPOSIT.

CENTRAL GARAGE (UPPINGHAM), LTD.
RUTLAND.

Phone, Uppingham 3296-7-8.

THE FORD DEPOT.

zzz-777

NEW FORD Thames Traders for immediate delivery from the following specification:—

7-TON long-wheelbase chassis-cab or truck, 7-ton tipper, 6 cu. yd. Articulated unit, power steering, 2-speed axle, DISPATCH MOTORS, 98-120 Southwark Bridge Rd., S.E.1 Waterloo 4959. zzz-758

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

NEW 4-ton 4D THAMES chassis and cab with 1,000 cu.-ft. Luton body, now available from stock. 867-152

TRADER 2-ton 118-in. low-frame chassis-cab.

TRADER 2-ton 118-in. low-frame light-alloy box-back van.

TRADER artic. unit, 8.25 x 20 12-ply tyres.

HUBERT DEES, LTD., Brighton Rd., Croydon, Surrey. 867-4

RICHARDSONS (RUGELEY), LTD.

WOLSELEY ROAD, RUGELEY.

Phone 451-2-3.

NEW FORD Traders with new big brakes, delivery from stock, tippers and trucks; terms, part-exchanges. 867-390

W. J. BROWN for the full THAMES range, 5 cwt., 7 tons, and sound used commercial vehicles. 334 Finchley Rd., Hampstead 2284. 867-151

AVAILABLE for immediate delivery, Thames Trader articulator, 25-ft. platform, automatic coupling, 16 price; also available for immediate delivery various models 7-ton.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962. 867-259

WOOD AND LAMBERT, LTD.

49 STAMFORD HILL, N.16.

Sta 3434.

THE following new THAMES vehicles are available from stock.

15-CWT. vans.

4-TON 4D long-wheelbase truck.

4-TON 6D long-wheelbase chassis-cab.

12-SEATER estate car.

PART-EXCHANGES, hire-purchase.

WOOD AND LAMBERT, LTD., Ford Main Dealers, 49 Stamford Hill, N.16. Sta 3434. 867-416

5-TON FORD 6D Trader, 138-in.-wheelbase chassis-cab, 1st price.

FORD Thames 2-ton 4D boxvan, immediate delivery, 1st price.

OKATHORPE MOTOR CO., North Circular Rd., Palmers Green 1025. 867-406

NEW 5-ton 4D Trader, low frame, chassis-cab, price £K58 4s. 2d.

NEW FORD Trader, 7-ton tipper, Edbro steel body, drop-side (choice of two) Church Road Motors, Hadleigh, Essex. Phone, Hadleigh 57271. 867-481

IN stock for immediate delivery:—

7-TON Traders, 108-in.-wheelbase tippers, 6-cu.-yd. drop-side steel body, Anthony hoist, 9.00 12-ply tyres, 3-piece wheels, 6-cylinder diesel, Hydovac brakes.

7-TON Traders, 160-in.-wheelbase chassis-cab, 8.25 x 20 12-ply tyres, 6-cylinder diesel, Hydovac brakes.

BURROWS AND SEID, LTD., Newtown, Colne, Lancs. Phone 1481. 867-492

849

New Goods Vehicles (contd.)

ADLARDS MOTORS, LTD.
MAIN FORD DEALERS.
43-45 ACRE LANE, BRITTON, S.W.2.
Brixton 6431 (six lines).

OFFER IMMEDIATE DELIVERY
OF THE NEW VEHICLES BELOW SUBJECT TO
REMAINING UNSOLD.

THAMES 10-cwt. chassis, windscreen.
THAMES 2-ton 128-in. 4D van, primer.
THAMES 3-ton 157-in. 4D chassis-cab.
TRADER 3-ton 138-in. 4D chassis-cab.
TRADER 4-ton 152-in. 4D chassis-cab, low frame.
TRADER 5-ton 152-in. 4D drop-side truck.
TRADER 7-ton 160-in. 6D drop-side truck.

PLUS DAY AND NIGHT SERVICE.
WRITE, PHONE OR CALL FOR PARTICULARS.
867-458

NEW Thames Trader chassis and cabs and tippers.
Early delivery of all models. Exchanges, deferred
terms. S. McIver, Ltd., 244 Gallowgate, Glasgow, C.4.
867-446

GOGGOMOBIL

BUY your GOGGO from main distributors, London and
Middlesex. New and used Goggomobils for immediate
delivery. Spares and service. Maxwell and Fisher, 91-95
Old Brompton Rd., London, S.W.7. Knightsbridge 7705.
222-616

GUY

K.B. MOTORS, distributors for GUY vehicles in
north-eastern England. Early delivery on most
models of Guy 4-, 6- and 8-wheelers. Part-exchanges
welcome. Fuel pumps and injector service for all makes.
K.B. MOTORS, Benwell Lane, Newcastle. Phone
35273 (five lines). 222-745

NORTH CHESHIRE MOTORS, LTD., Woolston.
Phone, Warrington 33271. Sales, spares and service.
222-973

WIGGOS AND SONS, LTD., for GUY sales, spares and
service. 179a Peckham Park Rd., S.E.15. New Cross
1241. 222-627

EARLY and immediate delivery of GUY Invincible
8-wheeler with 6LX Gardner engine and Warrior
light 8-wheeler.

FREDERICK RAY, LTD.

GROVESBURY ROAD,
LEIGHTON BUZZARD,
BEDS.
Phone 2192 and 2241. 867-465

GUY Vixen, B.M.C., diesel engine, 16-ft. 3-in. platform
body, 4-wheeler, 12-ft. 6-in. wheelbase.
PRIMROSE offers third axle for your GUY vehicle.
ALL inquiries to Primrose Group Sales, Clitheroe Rd.,
Whalley, Lancs. Phone, Whalley 3315-6-7. 222-793

GUY Invincible 8-wheeler, Gardner LX engine, single
drive, 8-speed gearbox, 9,000 x 20 tyres, chassis-cab,
for immediate delivery, bodywork to customer's require-
ments. F.T.S., Ltd. Bridge Works, Thorney, near
Peterborough. Phone, Thorney 371. 869-8881

GUY Invincible 8-wheeler, double drive, Gardner 6LX
engine, chassis-cab, Feltham 3822. 867-131

NEW GUY Warrior 14-ton gross chassis-cab, 10-ft. 6-in.
wheelbase, suitable for tipper.
MAY'S MOTORS (ELSTEAD), LTD., Elstead, Surrey.
Elstead 2147 (2 lines). 867-392

KARRIER

HAMBLINS OF RUSHDEN.

TOP ALLOWANCES ON YOUR OLD VEHICLES.
BEST HIRE-PURCHASE FACILITIES FROM
NO DEPOSIT.
PHONE, RUSHDEN 3211.
NORTHAMPTONSHIRE. 867-183

LAND ROVER

GOOD selection of used LAND ROVERS.

NEW LAND ROVER Series II, 88-in. wheelbase, petrol,
early delivery, £650.
NEW LAND ROVER Series II, 88-in. wheelbase, diesel,
early delivery, £740.
NEW LAND ROVER Series II, 109-in. wheelbase,
petrol, early delivery, £730.
NEW LAND ROVER Series II, 109-in. wheelbase,
diesel, early delivery, £820.
COMBS COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd Guildford, Surrey. Phone, Guild-
ford 62907. 867-249

DIESEL and petrol long-wheelbase models available at
present from stock. Terms, exchanges. Scarle, Ltd.
Sanbury 3014, 3867. 867-265

LEYLAND

BOYS third axle for all Comets and Beavers. Ask your
agent. 850

New Goods Vehicles (contd.)

J. H. SPARSHATT AND SONS
(SOUTHAMPTON), LTD.

THE CAUSEWAY,
REDBRIDGE, SOUTHAMPTON.
Phone, Totton 2258.

NEW
LEYLAND
AND
ALBION VEHICLES.
PART-EXCHANGES WELCOME. 222-718

BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL
AUTHORIZED DEALERS.

Early delivery of new Leyland Comets and Super Comets.

BROWNHILLS MOTOR SALES,

WATLING STREET (A5), BROWNHILLS, STAFFS.
Phone, Brownhills 2307, 2336 and 2392. 867-187

MODERN
CLEANSING
APPLIANCES

By Ashley Taylor, M.Inst.T.A., A.M.I.R.T.E.,
of "The Commercial Motor"

Demy 8vo (Linson boards) 12s. 6d. net
Illustrated by post 13s. 4d.

TEMPLE PRESS LIMITED
Bowling Green Lane, London, E.C1

MORRIS

STEWART AND ARDERN, LTD.

LONDON DISTRIBUTORS OF
MORRIS-COMMERCIAL

MORRIS-COMMERCIAL HOUSE,
QUEENSBURY ROAD,
NORTH CIRCULAR ROAD,
WEMBLEY, MIDDLESEX.
Alperton 2121.

AND AT

ACTON, STAINES, HARROW, GOLDERS GREEN,
TOTTENHAM DALSTON, ILFORD, SOUTHEAST,
CAFORD, CROYDON, SUTTON. 222-820

MORRIS 1-ton Luton pantechnic, 500 cu. ft.,
petrol engine, available at considerable saving due
to cancelled order. £850. Please phone or write for full
details. K.J. Motors, Ltd., Widmore Rd., Bromley, Kent.
Ravensbourne 3456. 867-217

DELIVERY FROM STOCK.

NEW MORRIS COMMERCIALS.

MORRIS 1-ton pick-up with canopy.

MORRIS 13-seat Minibus.

MORRIS J2 15-cwt. vans.

MORRIS FG 30-cwt. chassis-cab, diesel.

MORRIS LDO5 30-cwt. van, diesel.

MORRIS FG 2-ton chassis-cab, diesel.

MORRIS FG 2-ton drop-side lorry, diesel.

MORRIS FG 4-ton chassis-cab, diesel.

MORRIS forward-control 5-ton long-wheelbase chassis-cab, diesel.

MORRIS forward-control 5-ton long-wheelbase drop-side lorry, diesel.

MORRIS 7-ton long-wheelbase chassis-cab with Eaton

2-speed axle, power steering and 9.00-20 tyres.

L50 chassis-front ends suitable for construction of

mobile shops, etc.

30-CWT. LDO5, diesel.

30-CWT. FG, diesel.

2-TON FG, diesel.

ARNOT'S GARAGES (DUNDEE), LTD.

BLINSHALL ST.,
DUNDEE.
Phone 23381

New Goods Vehicles (contd.)

NEW 1-ton diesel LDO4, forward-control model with
Luton body, available from stock.

FERRARIS OF CRICKLEWOOD, LTD., 200-220
Cricklewood Broadway, N.W.2. Gladstone 2236-5-6-7.
867-157

MORRIS-COMMERCIAL 7-ton F.C. 150-in.-wheelbase
chassis and cab (diesel), list price.

THE BUCKS MOTOR CO., LTD., Aylesbury 2264.
867-324

THE CRAWLEY DOWN GARAGE, LTD., Snow Hill,
near Crawley, Sussex. Cophothen 109-110.

RETAIL dealers for MORRIS-COMMERCIAL have
in stock—
NEW MORRIS 3-ton forward-control FG model drop-
side diesel truck.

MORRIS 7-ton forward-control long-wheelbase drop-
side diesel truck, heavy tyre equipment, power
steering, immediate delivery.
December, MORRIS J van, 4,000 miles, 601.
867-394

ONE 15-cwt. MORRIS, list price, Cavendish Motors,
Cavendish Rd., N.W.6. Willesden 0046-8. 867-404

EAST GREENWICH GARAGE, LTD. MORRIS 4-ton
and 13-ton forward-control diesel trucks in stock.
Trafalgar Rd., Greenwich, S.E.10. Grc 4881. 867-344

MORRIS 4-ton van, immediate. Westons Garage, Kew,
Prospect 4479. 867-432

SCAMMELL

HAMBLINS OF RUSHDEN.

SCAMMELL DEALERS.

RECTORY ROAD.

RUSHDEN.

Phone 3211. 222-816

SEDDON

THE SEDDON Mk. 14 with Boys third axle gives you
12-ton payload and 24-ft. body. Ask your agent.
222-748

HALLS (FINCHLEY), LTD.

886-902 HIGH ROAD,
NORTH FINCHLEY, N.12

SEDDON diesel vehicles. Full range new freighters,
tippers, tractors, with Perkins or Leyland engines for
payloads 1-12 tons. Gardner and Cummins powered rigid
and articulated multi-wheelers up to maximum legal
gross vehicle weights. Hire-purchase, part-exchange.

WRITE OR PHONE FOR BROCHURE.

HALLS (FINCHLEY), LTD.

PHONE, HILLSIDE 1044-9. 222-877

COTTEE AND EDWARDS (1939), LTD., Cault
Boulevard, Nottingham. Phone 46674. Distributors
for Nottinghamshire. Full range of spares available.
Service and sales. 222-823

SENTINEL

NORTH CHESHIRE MOTORS, LTD., Woolston.
Phone, Warrington 33271. Sales, spares and service.
222-974

STANDARD

STANDARD 10-12 Atlas van, immediate delivery.
Acorn 6731. 867-397

STANDARD 6-cwt. van, immediate delivery. Acorn
6731. 867-398

STANDARD 6- and 10-cwt. vans, immediate. Weston
Garage, Kew. Prospect 4479. 867-430

THORNYCROFT

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD, TOTTENHAM,
LONDON, N.15.
Phone, Stamford Hill 8000.

SOLE distributors for THORNYCROFT commercial
vehicles for London and Home Counties north of the
Thames.

WE can offer advantageous delivery of all THORNY-
CROFT models. 222-821

TROJAN

HAMBLINS OF LEICESTER.

498 MELTON ROAD,
LEICESTER.

ALWAYS GOOD STOCKS OF NEW TROJANS.
TOP ALLOWANCE ON YOUR OLD VEHICLES.

HAMBLINS OF LEICESTER.

498 MELTON ROAD,
LEICESTER.

Phone 61228. 222-805

NEW TROJAN 20-cwt. and 25-cwt. vans, personnel
wagon and rural bus, full range of spares and first-
class service from—

WILLIAMS MOTOR CO. (MANCHESTER), LTD.
Trafford St., Manchester. 3. Phone, Deansgate
8781-5 for all information. 867-149

New Goods V

FOR your VOI
Riley, distrib
in the U.K. I
service of Volk
always available
ugen Centre. R

EUROPEAN C
Western distri
bus, Kombi and
S.W.7. Fremant

THE new Boys
I Ask your age
Ltd., Oxford St., V

USED PA

W. H.

WEA

1952 A.E.C. certifica

OPEN UNTIL

1951 A.E.C. certifica

WHALEBONE

Chadwell Her

1959 AUSTIN new fin

LEE MOTORS,

1959 AUSTIN side seat

ac 1100 extras, co

Chapel-en-le-Frith

BEDFORDS, 195

B Eaton ways, 90

AL

OFF

1954 BEDFOR

interior

1952 BEDFO

courier,

1952 BEDFO

exterior

1951 BEDFO

interior

1949 blue in

blues, certified AP

PART-EXCHANGE

140 K

1957 BEDFO

1958 BEDFO

BOTH excellent

CAMPING'S, 19

1953 BEDFO

owner,

1952 BEDFO

owner, C

SEVERAL coach

upwards

1954 BEDFO

engine, autumn tin

£1,900 or offer, L

3171, or after 7

1950 29-seater

slides, H

Southall, Phone 1

New Goods Vehicles (contd.)

VOLKSWAGEN

FOR your VOLKSWAGEN—see the VW Centre at R. Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. zzz-801

EUROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Mikro, Kombi and ambulance. 129-131 Brompton Rd. S.W.7. Fremantle 7722. zzz-749

UNCLASSIFIED

THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. zzz-749

New Goods Vehicles (contd.)

BEDFORD 7-ton normal-control diesel tipper, Telehoist gear and steel body, 2-speed axle. LEYLAND Beaver tractor, fitted with York trailer coupling, delivery ex stock.

JEFFREYS COMMERCIAL MOTORS,

NEATH ROAD,

SWANSEA.

Phone 7288 and 71859.

BRANCHES AT NEATH AND PORT TALBOT.

867-174

COX'S MOTORS, LTD.

LEYLAND and Albion authorized dealers, early delivery most models. Exchanges arranged. COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Wednesbury 0470. 867-462

New Goods Vehicles (contd.)

MAIN DODGE distributors, Church Road Motors, (Southend), Ltd., Church Rd., Hadleigh, Essex. Phone, Hadleigh 57271 (10 lines). NEW DODGE 6-ton tipper, steel body, from stock. ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

867-476

3143 AZ DODGE tractor unit and York semi-trailer (will sell separately). 3207 BSZ Dodge light 6-wheeler chassis and cab.

PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 867-502

PASSENGER VEHICLES FOR SALE AND WANTED

USED PASSENGER VEHICLES

A.E.C.

W. HAROLD PERRY, LTD.,
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1952 A.E.C. Burlingham Seagull 39-seater coach, certificate of fitness 1963, £2,500.

HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS
AND TO
5.30 P.M. SATURDAYS. 867-147

1951 A.E.C. 39-seater, Burlingham body, full front, certificate to June, 1961.

W. HALLIBONE MOTORS, LTD., 239-241 Hiah Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 867-283

AUSTIN

1959 AUSTIN 11-seater P.S.V., 6,000 miles from new, finished in blue, fitted heater, £600.

LEE MOTORS, Dorchester. Phone 1194. 867-369

1959 AUSTIN 11-seater P.S.V., cream, 15,000 miles, side seating, as new, owner-driven, 50% private use, £100 extras, certificate of fitness 1966, £725. Warhurst, Chapel-en-le-Frith 2812. 867-7743

BEDFORD

BEDFORDS, 1956 Duple 41-seaters, first-class condition. Eatonways, 900 Coventry Rd., Birmingham, 10. 867-8841

A.F. MOSELEY, LTD.

OFFER FROM STOCK—

1954 BEDFORD Duple Standard Vega 38-seater, red interior with cream and green exterior, certified 1964, sensible machine, £1,750.

1952 BEDFORD Gurney Nutting 37-seater and courier, blue interior, heater, exterior cream and blue, certified 1962, only £1,085.

1952 BEDFORD Duple Vega 33-seater, red interior, exterior grey and red, £1,185.

1951 November, BEDFORD Plaxton 33-seater, green neolusol cream and red, good tyres, certified November, 1961, £1,285.

1949, September, BEDFORD Duple Vista 29-seater, blue interior, Formica casings, exterior two blues, certified April, 1963, £590.

PART-EXCHANGES. KEEN H.P. TERMS.

140 KNIGHTHORPE ROAD,

LOUGHBOROUGH.

Phone 4777-8. 867-179

1957 BEDFORD Duple 41-seater, £2,250.

1958 BEDFORD Duple 41-seater, £2,500.

BOTH excellent condition. H.P. arranged.

CAMPING'S, 19 Hollingdean Terrace, Brighton S1258. 867-47

V. COLEMAN,

166 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

1953 BEDFORD Super Vega, 38-seater Duple, one owner, certificate of fitness 1963.

1952 BEDFORD Super Vega, 36-seater Duple, one owner, certificate of fitness 1962.

SEVERAL coaches suitable for work contracts, etc., £75 upwards. 867-248

1954 BEDFORD Duple 36-seater, certificate of fitness 1964, condition excellent throughout, petrol engine, autumn tint interior, maroon and cream exterior, £1,900, or offer, Lamberts of Kingston, Ltd., phone, Kin 3171, or after 7 p.m. Molesey 6949. 867-82

1950 29-seater BEDFORD, Duple body, Formica sides, high-back seats, £550. 10 Weston Rd., Southall. Phone 1305. 867-352

Used Passenger Vehicles (contd.)

1955 BEDFORD Duple Vega 35-seater diesel coach, certificate of fitness 1964, £1,650.

1955 BEDFORD Plaxton 30-seater diesel coach, certificate of fitness 1965, £1,950.

1955 BEDFORD Duple 30-seater petrol coach, certificate of fitness 1965, £1,850.

MILLBURN MOTORS, LTD., 51-79 Millburn St., Glasgow, N.1. Bell 0073. 867-284

1956 BEDFORD Duple 41-seater, radio, speech amplification, heaters, maroon and cream exterior, red triquette, taxed, £2,450. West's, 22 Gilelands Avenue, London, E.18. Westwood 7734. 867-8762

1954 Choice of two 36-seater Yeates Rivieras, five years' certificate of fitness, clean condition, excellent vehicles.

1955 36-seater Yeates Riviera, as above.

1955 38-seater Duples, choice of two, as above.

ALL vehicles in red and cream, apply—

H. R. RICHMOND, LTD., 37 South St., Epsom. 867-7768

DISPATCH MOTORS,

FORD DISTRIBUTORS.

250-278 BOROUGH HIGH STREET, S.E.1.

1953 BEDFORD Gurney-Nutting 31-seater luxury coach, glass roof quarters, tubular racks Bedford cord seats, certificate of fitness 1963.

PHONE, WATERLOO 5991. 867-262

1955 BEDFORD-DUPLE Super Vega 38-seater, certificate of fitness five years, heaters, Formica side panels, excellent tyres, £1,500.

SMITH'S COACHES (RICKMANSWORTH), LTD., 21 Woodland Rd., Rickmansworth 5012. 867-417

1953 BEDFORD 35-seater Plaxton, one owner, certificate of fitness 1963, £1,350. o.n.o. Great Moor Coaches, Stockport. Phone after 6.30 p.m., Stepping Hill 2680. 867-511

BRISTOL

BRISTOL double-deckers, 56 seats, 5LW Gardner engines, all-metal bodies, low bridge, from £225.

BAYLIS, Timberhills, Lowfield Heath, Crawley, Surrey. Hawley 4536. 867-519

COMMER

1957 TS3, immaculate 41-seater, heaters, radio, etc., good tyres, reasonable offer accepted. C. S. Perg. Caston, Attleborough Norfolk. Caston 296. 867-7352

1952 COMMER, fitted with 31-seater coach body by Harrington, certificate of fitness to September, 1962, vehicle in excellent condition, £495. Terms, Philip Foster, Ltd., 196 High St., Uxbridge, Middx. Phone 4202. 867-23

1956 COMMER Plaxton 41-seater, red interior, radio, heaters, exterior grey and blue, good tyre equipment, certified 1961, very smart, £2,685. Below.

1956 COMMER Beadle (integral) 41-seater, exterior mainly cream, really special, £2,585. Alf Moseley, Ltd., Knightthorpe Rd., Loughborough. Phone 4777 (two lines). 867-178

£850 Only, 1951 COMMER Avenger 33-seater luxury coach, Plaxton 8 ft. wide, radio and heater, green-cream, excellent condition and appearance, one careful owner. Wilde and Bennett, Ltd., Hadfield. Phone, Glossop 2902-3, after hours 2356. 867-246

CROSSLEY

1953 CROSSLEY 37-seater, Churchill body, certificate of fitness 1962, in primer.

BROADHEAD ASSOCIATES, Ace of Spades Garage, Batley, near Macclesfield. Phone, Prestbury 89643. 867-494

DENNIS

1949 DENNIS Lancet 3, 33-seater Plaxton body, 2-speed gearbox, certificate of fitness 1964, fitted heaters and radio, very clean and of nice appearance, tyres as new, £600.

LEE MOTORS, Dorchester. Phone 1194. 867-368

Used Passenger Vehicles (contd.)

FODEN

1953 FODEN, rear engine, Metalcraft 41-seater, in super condition throughout, appearance of much later vehicle, certificate of fitness 1963, Box CM6018, care of "The Commercial Motor." 867-7546

1950 FODEN 2-stroke with 33-seater Harrington body, engine needs some attention, cheap for quick sale.

J. W. RATCLIFFE, Low Bank Rd. Garage, Ashton-in-Makerfield, Lancs. Phone 7497, 7813. 867-490

FORD THAMES

1960 FORD Duple demonstrator, red and grey interior, blue-ivory exterior, heaters, 2-speed axle, very low mileage, £3,700. Lamberts of Kingston, Ltd., 140 London Rd., Kingston. Phone, Kin 3171, or after hours Molesey 6949. 867-83

GUY

1954 July, GUY Arab, lightweight coaches 41-seater, fitted underfloor 6H L.W. Gardner engine, 1964, choice of eight, these vehicles are being replaced by new and are available at short notice for the very low price of £2,150.

DON EVERALL (COMMERCIAL VEHICLES), LTD., 34 Cleveland Rd., Wolverhampton. Phone 23212. 867-180

LEYLAND

BIRD'S COMMERCIAL MOTORS, LTD.,

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4. Grams, "Quicksale."

FOUR LEYLAND low-bridge-type double-deck buses, immaculate condition, current certificates of fitness. Further particulars and prices on application. 867-191

1950 LEYLAND PS1 with Associated Coachbuilders 33-seater full-front luxury body, tidy and in good running order, needs certifying only, £485. Alf Moseley, Ltd., 140 Knightthorpe Rd., Loughborough. Phone 4777. 867-177

BARGAIN. 1949 LEYLAND Duple 33-seater, reconditioned as new, four years' certificate of fitness, £500 cash or easy terms. Gerald King, Ltd., Pontypriod, South Wales. Phone 2389. Several other Leyland Duples for sale. 867-513

UNCLASSIFIED

BIRMINGHAM COACH SALES, LTD.,

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

1958 COMMER 41-seater Duple.

1957 COMMER 41-seater Duples, choice of two.

ONE only, BEDFORD diesel, immediate delivery.

1954 LEYLAND Cub, 41-seater Burlingham body, Eaton 2-speed axle, tubular heating, etc., fitted with replacement engine at Leyland works, first-class condition.

1952 BEDFORD Duple 33-seater, certificate of fitness 1962.

1951 A.E.C. Mk. 8 39-seater, reconditioned engine, certificate of fitness.

1951 BEDFORD 33-seater, radio, heater, quarter lights.

1951 BEDFORD Mk. IV 35-seater Duple Vega, fitted with new seats.

WE specialize in part-exchange with the easiest of hire-purchase terms.

BIRMINGHAM COACH SALES, LTD.,

44 INGE STREET (NEXT TO HIPPODROME),

BIRMINGHAM, 5.

Phone, Midland 1355.

After hours, Wolverhampton 36833.

BUSINESS ON SUNDAYS BY APPOINTMENT.

867-221

B51

Used Passenger Vehicles (contd.)

F.C.S., LTD. **F.C.S., LTD.**
SUPER A.E.C. SUPER
MARK III DOUBLE-DECKERS, RT TYPE.
NEW STOCK.
C.O.F. 1963. C.O.F. 1963.

1948 49 Mark III RT-type A.E.C. double-deckers (not ex-London Transport) with 56-seater Metcam and Park Royal all-metal bodies, fitted late series low-mileage 9.6 A.E.C. diesel engine (some under 15,000 miles), in super mechanical and body condition, complete in all details and ready for immediate service, certificate of fitness expiring 1963, choice of 10, price £200 each.

1948 49 Mark III A.E.C. double-deckers with Metcam and Park Royal all-metal bodies, fitted late series low-mileage 9.6 diesel engines, in super mechanical and body condition, complete in all details, certificate of fitness 1963-62, choice of 10, price £750-£800.

1948 49 Mark III A.E.C. double-deckers with 56-seater Metcam and Park Royal all-metal bodies, fitted 7.7 diesel engines, in super mechanical and body condition, certificate of fitness expiring 1962, choice of six, price £500-£550.

1946 48 BRISTOL double-deckers with 56-seater Metcam all-metal bodies, late series low-mileage 7.7 A.E.C. and Bristol 9-8 A.V. diesel engines again in super mechanical and body condition, certificate of fitness expiring end of 1963, choice of 14, price £500-£550.

SINGLE-DECKERS.

1950 Mark III A.E.C., fitted 31-seater full-fronted Window special full-luxury Continental bodies, reclining seating, three centre roof lights, fitted late series low-mileage 9.6 A.E.C. diesel engines, seasonal use only, in immaculate body and mechanical condition, certificate of fitness expiring end of 1960, choice of three, price £800-£850.

1951 A.E.C. with Beadle 39-seater full-front all-metal Continental coach body, three large roof lights, strip lighting, Continental grilles, extra rear luggage boot, fitted 7.7 A.E.C. diesel engines, crash boxes, in immaculate body and mechanical condition, certificate of fitness expiring end of 1961, choice of six, price £950.

1949 48 A.E.C. with Harrington 33-32-seater full luxury bodies with electro-pneumatic power control, half-sliding windows in bulkhead, fitted late series low-mileage 7.7 diesel engines, have been used as conductorless machines, in immaculate condition, certificate of fitness expiring end of 1963, choice of 12, price £400-£450.

1949 A.E.C. Mark III with 35-seater Brush all-metal saloon bodies, fitted 9.6 and 7.7 A.E.C. diesel engines, in good mechanical and body condition, price £300-£350.

1952 LEYLAND Beadles with Beadle 35-26-seater full-fronted full-luxury Continental all-metal coach bodies, fitted late series low-mileage Leyland 6-cylinder diesel engines, used for Continental tours only, certificate of fitness expiring end of 1962, choice of 10, price £250-£300.

1948 47 LEYLAND PS1s with 35-33-32-seater Bournemouth and Park Royal full-luxury bodies, fitted late series low-mileage Leyland diesel engines, in immaculate condition, certificate of fitness expiring in 1963-62, choice of 20, price £350-£400.

1939 38-36 LEYLANDS with 1950 Bournemouth 35-seater full-luxury bodies, fitted late series low-mileage 8.6 Leyland diesel engines, chassis modified and fitted with PS1-type braking, price £250-£275.

1950 40 BRISTOL saloons with Eastern Coachworks 35-seater thin-wall all-metal bodies, fitted late series 5-speed boxes, in excellent mechanical and body condition, complete in all details, certificate of fitness to 1962-61, choice of six, price £350-£450.

1940 39 BRISTOL saloons with 1951-52 35-seater fitted SLW Gardner diesel engines, 5-speed gearboxes, in immaculate mechanical and body condition, complete in all details, certificate of fitness expiring 1962-61, choice of 20, price £250-£325.

1948 BRISTOLS, 31-32-35-seaters, bodies by A.E.C., Harrington and Eastern Coachworks, fitted 7.7 A.E.C., SLW Gardner and Bristol AV diesel engines with 5-speed boxes, mostly run during the season only, in immaculate condition, certificate of fitness expiring in 1962, price £450-£475.

1950 DENNIS Falcon 25-seater saloons with low-mileage Gardner 4LK diesel engines, in excellent mechanical and body condition with electro-pneumatic power-operated doors, used as conductorless machines, certificate of fitness expiring 1960, choice of four, price £275-£300.

£20,000. Of brand-new and used spares of all leading motor vehicle manufacturers, at lowest prices.

INSPECT our new walk-round spares stores. For engines see under engines section.

GENEROUS PART-EXCHANGE ALLOWANCES.

THREE MONTHS' GUARANTEE.

FREE SPARES.

SPECIAL H.P. FACILITIES.

THESE are only a few of well over 200 passenger vehicles which are available for immediate inspection and trial.

F.C.S., LTD. **F.C.S., LTD.**

LONDON ROAD. **LONDON ROAD.**

DUNCHURCH. **DUNCHURCH.**

NEAR RUGBY. **NEAR RUGBY.**

Phone, Dunchurch 262 and 265. **ON THE A45.**

867-342

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.
LONDON'S LEADING PASSENGER AND
COMMERCIAL VEHICLE SPECIALISTS.
NEW AND USED COACHES.
EX STOCK.
INQUIRIES TO LONDON DEPOT:—
25-27 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1.
Phone, Victoria 6033.

A.E.C.

NEW Duple Britannia 41-seater, central-entrance coachwork, vacuum brakes, heaters and other extras fitted, immediate delivery, in primer or painted to instructions.

1955 December, Reliance 41-seater Duple Britannia, finished blue, certificate of fitness 1960.

1953 Regal Mark IV, underfloor engine, Yeates Riviera 41-seater full luxury coachwork, divided-type seats in red moquette, many extras fitted, finished red and cream, certificate of fitness 1963.

1951 Regal Mk. IV, underfloor engine, Bournemouth 39-seater full luxury coachwork, radio and heater fitted, interior red moquette, finished red and cream, certificate of fitness 1961.

1949 Regal Mark III, 9.6 engine, preselector gearbox, box, new full-front Yeates Riviera coachwork, fitted in 1954, 35-seaters, Perspex quarters, tubular racks, divided-type seats, no bulkhead, finished metallic blue, very clean, choice of three, certificate of fitness 1962.

1948 Regal Mark III 9.6 engine, mounted with finished blue, certificate of fitness 1962.

LEYLAND.

NEW Leopard Duple Britannia 41-seater, central-entrance coachwork, glass roof quarters, heaters and other extras to choice, immediate delivery, finished cream.

1951 Comet 39-seater Bournemouth coachwork, interior blue, certificate of fitness 1961.

1950 Comet 33-seater Bournemouth coachwork, red seats, finished red and maroon, clean certificate of fitness May, 1961.

BEDFORD.

1959 41-seater, Bournemouth full-luxury 8-ft. coachwork, chassis fitted with 350-cu-in. Leyland Comet engine, many extras, small mileage, finished green, choice of three, certificate of fitness 1966.

1959 41-seater, Bournemouth full-luxury 8-ft. coachwork, 300-cu-in. Leyland Comet engine, finished green, small mileage, finished green, choice of six, certificate of fitness 1966.

1957 41-seater Bournemouth full-luxury coachwork, 8 ft. wide, heaters and other extras fitted, red upholstery, finished cream and red, certificate of fitness 1964.

1956 36-seater Bournemouth full-luxury coachwork, upholstery in red-grey moquette, heaters and other extras, finished blue and cream, certificate of fitness 1961.

1954 38-seater, Duple Super Vega coachwork, red moquette, finished two shades of blue, certificate of fitness 1964.

1954 38-seater Duple Super Vega fitted R6 diesel engine, finished blue, certificate of fitness 1964.

1953 36-seater, Harrington coachwork incorporating dorsal fin, upholstered in red moquette, finished green and cream, in exceptionally clean condition throughout, certificate of fitness 1964.

1952 37-seater, Duple Vega coachwork, upholstered in green moquette, finished green and cream, certificate of fitness 1962.

1952 35-seater, Gurney-Nutting coachwork, autumn tint moquette, lift-up roof vents, repainted ivory with black flare, exceptionally clean condition, certificate of fitness 1960.

1952 33-seater, Duple Vega coachwork, autumn tint moquette, finished red and cream, certificate of fitness 1962.

LONDON:—

25-27 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.

CARDIFF:—

DUMBALLS ROAD, CARDIFF.

SUDBURY, SUFFOLK:—

CORNARD ROAD, SUDBURY, SUFFOLK.

SAVILLE MOTOR SALES, LTD.

STRATFORD-ON-AVON.

CARDIFF:—

DUMBALLS ROAD, CARDIFF.

SUDBURY, SUFFOLK:—

CORNARD ROAD, SUDBURY, SUFFOLK.

SAVILLE MOTOR SALES, LTD.

STRATFORD-ON-AVON.

CARDIFF:—

DUMBALLS ROAD, CARDIFF.

SUDBURY, SUFFOLK:—

CORNARD ROAD, SUDBURY, SUFFOLK.

SAVILLE MOTOR SALES, LTD.

STRATFORD-ON-AVON.

CARDIFF:—

DUMBALLS ROAD, CARDIFF.

SUDBURY, SUFFOLK:—

CORNARD ROAD, SUDBURY, SUFFOLK.

SAVILLE MOTOR SALES, LTD.

STRATFORD-ON-AVON.

CARDIFF:—

DUMBALLS ROAD, CARDIFF.

SUDBURY, SUFFOLK:—

CORNARD ROAD, SUDBURY, SUFFOLK.

SAVILLE MOTOR SALES, LTD.

STRATFORD-ON-AVON.

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION,
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.
Phone, Farnham 4626-7 and 3227 8 a.m. to 6 p.m.
After 6 p.m. Farnham 4481.

WE INVITE YOU TO OUR FARNHAM COACH SHOWROOMS TO EXAMINE OUR SELECTION OF

FIRST-CLASS USED COACHES

WHICH WE CONFIDENTLY CLAIM TO BE THE

FINEST IN THE SOUTH.

1959 BEDFORD, petrol, Duple 41-seater, glass roof quarters, heater, £2,300.

1957 BEDFORD, petrol, Duple 41-seater, red interior, maroon-grey exterior, heaters, £2,750.

1956 BEDFORD 21-seater Spurgo-bus, 28 h.p. bus seats, rear luggage locker, one owner, good tyres, grey-maroon, certificate of fitness 1961, £750.

1955 BEDFORD, petrol, 36-seater, red interior, red cream exterior, certificate of fitness 1965, £2,100.

1954 BEDFORD, petrol, 36-38 seats, red-blue interior, choice of several, £1,950.

1952 BEDFORD Thurgood, 37 seats, very clean, red interior, red cream exterior, one owner, good seasonal only, certificate of fitness June, 1962, £1,275.

1952 BEDFORD Plaxton, 33 seater, cream-blue exterior, blue interior, certificate of fitness April, 1962, £1,050.

1954 BEDFORD Duple, 36-seater, Perkins R6 engine, cream exterior, £1,800, n.o.v.

1952 BEDFORD Plaxton, 32-seater, Continental coach, Perspex front and rear canopy, continental seats, one attractive machine, certificate of fitness November, 1961, £1,250.

1950 DAIMLER, full-front 33-seater body, red interior, certificate of fitness 1962, £950.

1951 DENNIS Falcon, 33-35 seats, choice of three from £350, Bournemouth bodies, certificate of fitness 1962.

1951 MAUDSLAYS, A.E.C. 7.7, Gurney-Nutting bodies, 37-seaters, certificate of fitness 1963, £795 each.

1951 BEDFORD Duple 33-seater, choice of two, certificate of fitness 1961, £1,050.

1949 May, BEDFORD Vista 29-seater, high-backed seats, Formica sides, certificate of fitness October, 1962, £395.

1947 BEDFORD Vista, 29 seats, choice of two, certificate of fitness 1962, £250.

1950 DENNIS J3, full-front 33-seater body, red interior, certificate of fitness November, 1963, £650.

1949 TILLING-STEVENS 33-seater, certificate of fitness April, 1964, £275.

REBUILT 1947 A.E.C. Duple 36-seater body, maroon-cream exterior, red interior, £250.

SELECTION of petrol- and diesel-engined coaches for carriage of personnel, from £100.

INEXPENSIVE BEDFORD Vistas for mobile shops, site offices, usually from £380.

ALL VEHICLES OVER £500 ARE STEAM

CLEANED AND WORKS CHECKED.

As Plaxton/Bournemouth authorized repairers for the south, we offer a good repair service, also painting and trimming, crash jobs our speciality. We can usually arrange to hire you a coach whilst yours is off the road.

SPECIAL NOTICE TO

WEST COUNTRY AND WELSH OPERATORS.

WE ARE PLEASED TO ADVISE THAT OUR ALLIED COMPANY, MESSRS. WELCH AND CO. LTD., OF BRISTOL, ARE PREPARED TO HANDLE AFTER-SALES SERVICE OF COACHES PURCHASED FROM FARNHAM, WHICH WILL ENABLE YOU TO BUY FROM US WITH ADDED CONFIDENCE.

867-228

DON EVERALL, LTD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

END OF SEASON PRICE REDUCTIONS.

1956 BEDFORD petrol 41-seater Bournemouth coach, £2,450.

1955 BEDFORD petrol 36-seater Duple coaches, certified 1965, choice of two, £2,100.

1954 SENTINEL 6-cylinder diesel underfloor-engine 44-seater service bus, heaters, driver-operated door, certified 1964, £1,250.

1954 BEDFORD petrol 33-seater Bournemouth Seagull coach, individual adjusting seats, glass roof heaters, certified 1964, £1,350.

1953 BEDFORD petrol 36-seater Duple coaches, heaters, glass roof quarters, certified 1963, three, £1,500.

1952 DAIMLER Freeline 43-seater Metalcraft coaches, choice of two, certified 1962, £1,550.

1952 LEYLAND 41-seater Tiger 41-seater, Yeates luxury coach, certified 1962, £1,800.

1951 LEYLAND Royal Tiger 39-seater Bellhouse Hartwell coach, certified 1961, £1,350.

1951 FODEN 6LW Gardner 41-seater Bellhouse Hartwell coach, certified 1961, £1,250.

1951 LEYLAND Royal Tiger 39-seater Bournemouth coach, certified 1961, £1,400.

1950 48-49 BEDFORD petrol 29-seater Duple Vista coaches, £250-£550.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£500, OR AVAILABLE FOR HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS, 32347 AND 22293.

DON EVERALL, LTD.

867-421

Used Passenger

177-205

Phone, DOUGLAS

WE HAVE A MO

ARE YOU CONT

PURCHAS

WE HAVE A ME

TOP Q

A FEW EXAMPL

1958 BEDFORD Pl

Bedford 300 cu. in.

1965 exterior two

1957 BEDFORD Du

exterior cream

1956 BEDFORD Du

black and orange,

1954 BEDFORD Pl

vehicle is fitted w

1956 BEDFORD Pl

vehicle was forme

1956 BEDFORD Du

green, very att

1954 BEDFORD B

1954 BEDFORD B

1952 BEDFORD 27

dark green moque

1956 ALBION Duple

red, seating

1956 ALBION Duple

excellent condition

1951 A.E.C. Mark

water full-luxury e

in a fawn pattern

1949 COMMERCIAL

certificate of fitness

1951 TILLING-STEV

certificate of fitness

1949 BEDFORD 27

off

1956 ALBION Duple

red, seating

1956 ALBION Duple

excellent condition

1951 A.E.C. Mark

water full-luxury e

in a fawn pattern

1949 COMMERCIAL

certificate of fitness

1951 TILLING-STEV

certificate of fitness

1949 BEDFORD 27

off

1956 ALBION Duple

ORKING), L TD.
SERVICE STATION.
STATE, ST.
Y, ST.

8 a.m. to 6 p.m.
4481.

ARNHAM COACH
SELECTION OF
COACHES

IM TO BE THE
UTH.

41-seater, glass roof
1-seater, red interior,
ers, £2,750.

10-bus, 28 h.p. bus
one owner, road
ness 1961, £750.

1-seater, red-blue
interior, one owner,
1962, £1,275.

1-seater, cream-blue
interior, certificate of fitness
1962.

Perkins 3.6 engine,
1-seater, Continental
rear canopy, contin-
tive machine, certifi-
1962.

1-seater, choice of two
1962, £1,050.

1-seater, high-backed
interior, certificate of fitness
1962.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

1-seater, choice of two
1962, £1,050.

Used Passenger Vehicles (contd.)

S.M.T.

177-205 FINNIESTON STREET,
GLASGOW, C.3.

Phone. DOUGLAS 2940. Phone. DOUGLAS 2940.

FOR

QUALITY USED COACHES.

ARE YOU CONTEMPLATING A USED COACH
PURCHASE? CONSULT THE EXPERTS!

WE HAVE A MOST EXCELLENT AND COMPRE-
HENSIVE RANGE OF

TOP QUALITY USED COACHES.

A FEW EXAMPLES ONLY OF OUR STOCK AS
FOLLOWS:—

1958 BEDFORD Plaxton 41-seater full luxury coach with
bedford 300 cu. in. diesel engine, certificate of fitness July,
1965, exterior two shades of green, seating trimmed in
attractive dark green patterned moquette, condition as
new all round.

1957 BEDFORD Duple 41-seater full luxury coach, petrol
exterior cream and green, very reasonably priced.

1956 BEDFORD Duple 41-seater full luxury coach exterior
black and orange, seating trimmed in fawn mohair, this
vehicle is fitted with very conceivable extra, and was
formerly used for high-class Continental tourists.

1956 BEDFORD Plaxton 41-seater full luxury coach, this
vehicle was formerly used on high-class Continental
tourists, and is in superb condition.

1955 BEDFORD Duple 38-seater coach, exterior cream and
green, very attractive machine at a low price.

1954 BEDFORD Burlingham 36-seater coach, certificate of
fitness March, 1963, exterior cream and black, seating in
Rout patterned moquette, heater and demister.

1952 BEDFORD Duple 33-seater coach, certificate of fitness
January, 1961, exterior ivory and black, seating in
dark green moquette, splendid example of this popular
type of machine.

1956 ALBION Duple 35-seater full luxury coach, cream
and red, seating trimmed in red patterned moquette,
excellent condition throughout and reasonable in price.

1951 A.E.C. Mark IV chassis with 1955 Burlingham 41-
seater full-luxury coach body, exterior in ivory, seating
a fawn patterned moquette, recertified for five years.

1949 COMMERCIAL Churchhill 33-seater luxury coach,
certificate of fitness, May, 1963, bargain price for quick
sale.

1951 TILLING-STEVENS, Strachan 34-seater semi-coach,
certificate of fitness January, 1962, very fresh machine
offered at bargain price.

1949 BEDFORD 27-seater coach, certificate of fitness 1962,
bargain.

Large selection of diesel-engined 33-seater coaches suitable
for workers' transport at very reasonable prices.

AND MANY OTHERS.

WHY NOT MAKE A PERSONAL VISIT? WE WILL
REFUND CUSTOMERS' TRAVELLING EXPENSES ON
EVERY COMPLETED DEAL.

DO NOT DELAY—LET US HAVE YOUR INQUIRY.

PART EXCHANGES WELCOMED.

HIRE PURCHASE FACILITIES

FROM 10% DEPOSIT. 867-4

PURCY D. SLEEMAN, L. TD.

LONDON COMMERCIAL DEALERS.

1960 COMMERCIAL TS1, air brakes, overdrive, 41-
seater Duple, glass roof quarters, heater, ex-
terior, 7,000 miles.

1951 A.E.C. Mk. IV 41-seater, Burlingham Scagull
body, heaters, red interior; also 39-seater, blue
interior, certificate of fitness 1961.

1951 LEYLAND Royal Tiger, air brakes, 41-seater,
Gurney-Nutting coachwork, red interior, cer-
tificate of fitness 1961.

1949 GUY, Gardner SLW, Whitson body, 35-seater,
certificate of fitness September, 1963.

1948 DENNIS, Duple body, 35-seater, certificate of
fitness November, 1961.

1948 LEYLAND PSL, 33-seater coach bodies, two
heaters, certificate of fitness 1963; choice of
several.

Also a number of BEDFORD Vistas suitable for
travelling shops.

38 UNBRIDGE ROAD,

EALING, W.5.

PHONE. EALING 7987.

After hours, Iver 561 or Beaconsfield 1081. 867-423

STOCKLAND GARAGE, L. TD.

MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.
Phone, Erd 7239.

BEDFORD, July, 1959, diesel, 41-seater Duple Super
Vega, £3,500.

LEYLAND Worldmaster chassis, Royal Tiger 600
L engine, 37-seater Harrington body, 1955, choice of
three, £2,750.

COMMERCIAL TS1, diesel, 1955, Eaton axle, 41-seater
Plaxton, £2,300.

LEYLAND Royal Tiger, 41-seater Yeates body, choice
of two, £1,900.

BEDFORD, 1953, petrol engine, 35-seater Duple, £1,500.

MAUDSLAY, 7.7 engine, full-fronted 35-seater Duple,
£1,500.

LEYLAND PSL 33-seater Harrington, £650.

VULCAN P6 full-fronted 29-seater, £325. 867-176

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L. TD.

PASSENGER AND COACH DEALERS.

1960 New Thames Burlingham Scagull 60 41-seater,
fitted with radio, Formica waist panel, interior
red moquette, exterior grey and red, immediate
delivery, choice of two.

1959 BEDFORD Super Vega, 41-seater full luxury
Duple body, fitted with heater, speech amplifica-
tion and many other extras, small mileage, as new,
certified 1965.

1956 BEDFORD Super Vega, 8-ft. and 7-ft. 6-in.-
wide 41-seaters, full luxury Duple body, fitted
with radio and heaters, Perspex quarters and many other
extras, in good clean condition throughout, certified 1961,
choice of four.

1954 BEDFORD Ventura, 38-seater full luxury
Plaxton body, fitted with lift-up roof vents,
front and rear dome lights, heater, in good clean
condition throughout, certified 1964.

1954 BEDFORD Super Vega 36-seater, full luxury
Duple body, fitted with heater, lift-up roof
vents, in good clean condition throughout, certificate of
fitness 1964.

1953 BEDFORD Scagull, choice of two, 36-seater
full luxury Scagull body, fitted with heater,
roof lights, certified 1963.

1953 BEDFORD Super Vega, 35-seater full luxury
Duple body, fitted with radio, heater, good
clean condition throughout, certificate of fitness 1963.

1953 A.E.C. 9.6 crash box, 41-seater full luxury
Burlingham body, fitted with heater, lift-up roof
lights, clean condition throughout, certificate of fitness
1963.

1952 BEDFORD Vega, 35-seater full luxury Gurney
Nutting body, fitted with lift-up roof lights,
heater, in good condition throughout, certificate of
fitness 1962, choice of two.

1952 LEYLAND, rebuilt 38-seater full-front Plaxton
throughout, fitted with heater, clean condition
throughout, certified 1962.

1951 MAUDSLAY 9.6, 39-seater full luxury Harring-
ton dorsal-fin body, fitted with radio, heater,
good clean condition throughout, certificate of fitness
1961.

1951 BEDFORD Vega, 7 ft. 6 in. wide, 33-seater,
full luxury Duple body, in good clean condition
throughout, certificate of fitness 1961.

1947-48 BEDFORD Vistas, 29-seater Duple bodies,
certified 1961-62, choice of several.

SEVERAL coaches suitable for workmen and mobile
shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

YOUR FORD DEALERS.

PHONE. SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,
LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 2330. 867-371

FRANK COWLEY.

200

BUSES AND COACHES ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

1951 LEYLAND PDI full front, fully enclosed with
sliding front entrance, high-bridge double-
deckers, these are genuine and not re-registered vehicles,
all certified, £595 each.

1947 A.E.C. double-deckers, bodily and mechanically,
as new, certified and ready to go into im-
mediate service, £310 each.

1951 CROSSLAND double-decker, all-metal body with
service, £375.

1946 47-48 GUY double-deckers, all with Gardner
engines and ready for immediate service, £295
each.

BRISTOL low-bridge double-deckers all with Gardner
diesel engines and almost new bodies, immaculate
condition, £295 each.

1949 BRISTOL 33-seater coaches, Gardner SLW
diesels and 5-speed gearboxes, a very lovely
fleet of coaches, £295 each.

1948 LEYLAND PSL, 33-34-seater buses, all in
service, £275 each.

1947-48-49 BRISTOL 35-seater service buses,
powered by Gardner SLW diesels and 5-speed
gearboxes, exceptionally clean and in good condition
throughout, just into stock, choice of 40, £325 each.

LEYLAND high- and low-bridge double-deckers, 1949
and 1950 bodies, excellent and very clean throughout,
£225 each.

FRANK COWLEY.

3 BLACKFRIARS ROAD,
SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048.
867-514

W. S. YEATES, L. TD.

DERBY ROAD, LOUGHBOROUGH.

MAKERS OF "EUROPA" COACHWORK.

WE are proud to offer a fine selection of carefully
prepared and serviced luxury coaches. Please write
for full list. We have all types in stock, 29-41 seats, petrol
and diesel.

WHATEVER your need, a new coach or a good used
coach, we can be of service.

W. S. YEATES, L. TD., specialize in coaches, not only
selling them but providing coachwork and chassis
repair departments to give a full after-sales service.

WE have one new BEDFORD SBI (diesel) Burlingham
Scagull 60 for immediate delivery.

FOR PERSONAL FRIENDLY ATTENTION AND
SERVICE.

WRITE, PHONE OR CALL:—
PHONE. LOUGHBOROUGH 4321.

W. S. YEATES, L. TD.

DERBY ROAD,
LOUGHBOROUGH

867-85

Used Passenger Vehicles (contd.)

LES GLEAVE, L. TD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

NEW 1960 BEDFORD Burlingham 41-seaters.

NEW 1960 BEDFORD Duple 41-seater, 4- or 5-speed
box.

NEW 1960 FORD Burlingham 41-seaters.

1959 37-seater BEDFORD petrol Duple.

1957 41-seater BEDFORD petrol Duple.

1957 COMMERCIAL TS3.

1956 BEDFORD Duple 41-seater.

1952 BEDFORD Duple 37-seater.

1950 BEDFORD Vistas.

1955 BEDFORD Burlingham 36-seater.

1955 COMMERCIAL 37-seater Burlingham.

1954 BEDFORD 36-seater Duple.

1951 COMMERCIAL 33-seater Plaxton; choice of two.

VARIOUS petrol and diesel coaches available for works
or contract, some with good certificates of fitness,
cheap to clear.

LES GLEAVE, L. TD.

FOURWAYS GARAGE,
ARCLID, NEAR SANDBACH, CHESHIRE.
Smallwood 225, 226.

AFTER 8 P.M., PHONE SANDBACH 881 OR
SWINTON 2932. 867-294

COACHES AND COMPONENTS, L. TD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

1959, January, BEDFORD 41-seater petrol Super
Vega, brown body seats, exterior black-
prime rose, glass roof quarters, heaters, radio, certificate of
fitness to end 1965.

1959, February, BEDFORD 41-seater petrol Super
Vega, exterior cream-red, glass roof quarters,
heaters, radio, certificate of fitness to October, 1965,
demonstration coach.

1957 BEDFORD petrol 41-seater Super Vega,
exterior cream-red, certificate of fitness March,
1964.

1956 BEDFORD 36-seater, exterior black-cream,
Duple, exterior ivory-red, certificate of fitness
to May, 1961.

1954 BEDFORD 36-seater, exterior black-cream,
certificate of fitness to August, 1964.

1952 DENNIS 35-seater, blue moquette, exterior
blue-cream, certificate of fitness April, 1962.

1952, January, A.E.C. Recal 37-seater, exterior red,
certificate of fitness August, 1960.

1952, May, BEDFORD 35-seater Gurney Nutting
body, exterior maroon-cream.

1951, June, BEDFORD petrol 33-seater Super Vega,
exterior cream-red, certificate of fitness June,
1961.

1951 MAUDSLAY (A.E.C. oil engine) 33-seater
Bellhouse Hartwell body, new certificate.

1951, 52, BEDFORD 35-seater Gurney Nutting body,
certificate of fitness 1961; choice of two.

1951 DENNIS 37-seater Gurney-Nutting, red
moquette, exterior maroon-cream.

1949 GUY Arab, Meadows 10.3 engine, 37-seater
Yeates body, green moquette, exterior green,
certificate of fitness to March, 1961.

1947 DENNIS Lancet III 35-seater coach, exterior
blue-cream, certificate of fitness to July, 1962.
867-409

ERRINGTONS OF EVINGTON, L. TD.

1957 COMMERCIAL (Rootes diesel), 5-speed box, Plaxton
41-seater, radio and heaters, certified 1964,
£2,750.

1957 COMMERCIAL (Rootes diesel), 5-speed gearbox,
Yeates Europa 41-seater, radio and heaters,
certified 1964, £2,700.

1951 COMMERCIAL Plaxton Envoy 33-seater, 2-speed
axle, radio and heaters, certified 1961, £800.

1959, September, AUSTIN Kenex P.S.V. 11-seater
(facing forward), certified September, 1960,
excellent condition (cost £900), £700.

1958, November, MORRIS Kenex P.S.V. 11-seater
(facing forward), certified November, 1965,
excellent condition (cost £900), £620.

Also several A.E.C., Leyland, Daimler, Bedfords, with
certificates of fitness, from £125.

PART-EXCHANGE, HIRE-PURCHASE.

EVINGTON, L. CEISTER.

Phone 38102-3. 867-232

TAYLORS (GLOUCESTER), L. TD.

WORCESTER STREET,
GLOUCESTER.

Phone Gloucester 22228.

ONE new Thames Plaxton 41-seater, radio, heater, discs
rear domes, for immediate delivery.

ONE 1959 Thames Burlingham 41-seater, 10,000 miles
red-cream, £3,550.

ONE 1959 BEDFORD Duple 41-seater, radio, speech
amplification, heater, very nice vehicle, £2,750.

1960 Thames service bus, 42-seater, used for demon-
stration only, £2,800.

1958 BEDFORD service bus, new engine just fitted,
heater, driver-operated door, £2,450.

1954 BEDFORD Plaxton, radio, heater, must be
sold, £1,750. 868-8892

B53

Used Passenger Vehicles (contd.)

COMBERHILL MOTORS, L.T.D.

INGS ROAD, WAKEFIELD.

NEW BEDFORD SBI diesel 41-seater Burlingham Sea-gull 60, latest model ex-stock.
NEW demonstrator ATKINSON L644 (Gardner 4LW), 37-seater Plaxton Highway omnibus, 15% below list.
1957 BEDFORD SBI (petrol) 41-seater Plaxton Con-sort, heater, radio, immaculate condition.
1955 BEDFORD (reconditioned Perkins R6) 38-seater Duple, cream-green, certified 1965.
1955 COMMER TS3 diesel 39-seater Thurgood, cer-tified 1965, heater, £1,850.
1955 COMMER TS3 2-stroke diesel 39-seater Plaxton Ventura, certified 1965.
1954 53 BEDFORD SB petrol 36-33-seater Burling-ham Seagull, certified 1965-62; choice two.
1953 BEDFORD petrol 33-seater Yeates Riviera, heater, radio, certified 1963.
1952 51 BEDFORD Vega (petrol) 33-seater Duple, certified 1962, heater, radio; choice two.
1950 CROSSLEY, 8.6 diesel, 33-seater Strachan, cer-tified 1963, heater, radio; choice two.
1950 48 BEDFORD OB petrol 30-seater Beadle all-metal omnibus; choice three.
1950 48 BEDFORD OB petrol 30-29-seater Mulliner omnibus; choice four.
1948 47 BEDFORD Vista 29-seater Duple, cream-blue, heater, certified; choice four.
1948 COMMER Commando petrol 30-seater Plaxton, certified 1962.

HIRE-PURCHASE FACILITIES, EXCHANGES.

COMBERHILL MOTORS, L.T.D.

Phone, Wakefield 6771 (10 lines). 867-226

MILL HILL MOTORS,

33 ST. MARY'S ROAD,

MARKET HARBOROUGH.

PHONE. DAY AND NIGHT, COVENTRY 68503.
LONDON AGENT: DAY, GRAYS, THURROCK 2838;
NIGHT, HORNCHURCH 47457.

41-SEATER THAMES DUPLÉ COACHES

AVAILABLE FOR IMMEDIATE DELIVERY.

DEMONSTRATION COACH SEEN BY
APPOINTMENT.

1957 37-seater Burlingham.
1955 41-seater COMMER, 5-year certificate of fitness.
1952 A.E.C. 41-seater.
1952 33-seater BEDFORD.
1951 33-seater BEDFORD.
1951 41-seater LEYLAND Royal Tiger.
SEVERAL 29-seater BEDFORD Vistas, 1948 onwards, and 33-36-seater diesels, suitable for service work.
PART-EXCHANGES and 3-4-year H.P. available. 867-215

LANCASHIRE MOTOR TRADERS, L.T.D.

OLYMPIA GARAGE,

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201.

EVENINGS, OLDHAM MAIN 2461.

SECOND-HAND COACHES

NOW IN STOCK.

SPECIAL OFFER.

1953 BEDFORD petrol 36-seater Harrington, autumn tint interior, excellent condition throughout, choice of two, £1,215.
1954 COMMER TS3 39-seater, Plaxton coachwork, fitted glass quarter lights, radio and heaters. Eaton 2-speed axle, red interior, cream and green exterior, £1,900.
1951 LEYLAND Royal Tiger 39-seater Windowver, cream interior, cream and blue exterior, fitted air brakes and heater, £1,500.
1953 39-seater. Choice of 10 A.E.C. Mk. IV and A.E.C. Reliance, bodywork by Plaxton, Burlingham and Duple, all in immaculate condition with numerous extras; detailed list sent on application. 867-436

FORD THAMES.

THE MOTOR DEPOT.

158 WALSgrave ROAD,

COVENTRY.

PHONE: DAY 53732; NIGHT 68503.

SEVERAL CHASSIS ARE NOW BEING BUILT WITH
41-SEATER DUPLÉ YEOMAN.

GIVE US YOUR FINISHING INSTRUCTIONS NOW
FOR EARLY DELIVERY.

1957 37-seater BEDFORD Burlingham.
1955 41-seater COMMER, 5-year certificate of fitness.
1955 41-seater COMMER, 5-year certificate of fitness.
1952 33-seater BEDFORD Duple.
1951 41-seater LEYLAND Royal Tiger.
1951 33-seater BEDFORD Duple.
1951 41-seater LEYLAND Royal Tiger.
GOOD allowance on part-exchanges. H.P. terms. 867-418

B54

Used Passenger Vehicles (contd.)

THURGOODS OF WARE.

1952 June, BEDFORD Vega 35-seater plus courier, green and cream, red interior, heater, certificate of fitness 19.6.65, £1,225 or as 37-seater, £1,275.
1950 May, BEDFORD Vista (29) in very nice order throughout, good tyres, engine and bodywork, grey and white, being recertified, £725.
1949 August, BEDFORD Bus (35), full front, Gardner 4LW engine, good order, certificate of fitness 18.8.62, £475.
1949 November, COMMER Avenger Harrington coach (32), well maintained, good condition, fawn and green, certificate of fitness 30.9.63.
1949 8-7-6 BEDFORD Vistas (29) various colours, choice of six, clean condition, from £250.
BODY repairs quickly executed.
VISTA retrims and conversions (one day).
PHONES. Ware 2383 and Hertford 4334, nights Ware 2896. 867-5

KIRKBY AND SONS (SALES), L.T.D.

CROSS ROADS GARAGE,

ANSTON, NEAR SHEFFIELD.

SEE OUR DISPLAY ADVERTISEMENT ON

PAGE 37.

PHONE, DINNINGTON 541 (FOUR LINES), BY DAY.
NIGHT PHONES: MANSFIELD 5395, DINNINGTON 577, WORKSOP 2963.

NORTHERN AREA: PHONE, MILNWOOD 351.

SOUTHERN AREA: PHONE, TAVISTOCK 2739. 867-1111

THE ROAD
TRANSPORT
ENGINEER

Edited by G. Mackenzie Junner

Demy 8vo. Cloth Boards. Illustrated.

Obtainable from Booksellers 21s. net

or direct from the Publishers (postage 1s.).

TEMPLE PRESS LIMITED
Bowling Green Lane • London • EC1

CHARLES COPPOCK, L.T.D.

SERVICE BUSES.

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

SPECIAL

1951 DAIMLER Freeline Duple, all-metal bus body, 30 ft. by 8 ft., powered underfloor 6LW Gardner oil engine, crush loader, seating 36, standing accommodation 28 persons, automatic controlled doors front and rear, one owner since new, certified June, 1961.
1946 GUY Arab, powered 5LW Gardner oil engine, 38-seater buses, coachwork by Brush current, certificates of fitness, can be viewed by appointment.
SPARES. See our advertisement in Spare Parts and Supplies.
PHONE. SALE 5633.
GRAMS. "BUSUNITS." 867-41

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

1952 BEDFORD Duple Vega 33-seater, certificate of fitness 1962, £1,250.
1952 FODEN, 39-seater Windowver coachwork, certificate of fitness 1962, radio, heaters, full luxury seats, red interior, recent new Mk. III engine, £1,400.
1952 BEDFORD 37-seater, Gurney Nutting, certificate of fitness 1963, £1,300.

SILVER LINE MOTORS.

MOORLANDS.

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494. 867-275

Used Passenger Vehicles (contd.)

J. A. DICKSON.

STATION ROAD,

STOKE MANDEVILLE, BUCKS.

Phone 3261.

OFFER FOR

IMMEDIATE DELIVERY:—

NEW BEDFORD 41-seater Duple, 350 diesel, cream with ed interior.
1952 FODEN 41-seater, rear engine, 6LW, nice condition, good certificate of fitness.
1953 FODEN, 41 seats.
1951 A.E.C. 39 seats.
1951 BEDFORD, 35-seater Duple.
LEYLAND double-deckers, new tyres, three year certificate of fitness, in first-class condition, choice of two.
PART-EXCHANGES, H.P., insurance. Painting and signwriting, etc. 867-271

THE MILLBURN ORGANIZATION.

ALBION. LEYLAND. THAMES.

A.E.C. 7.7 buses, 35-36- and 38-seaters, certificates of fitness, prices from £200 each.
COMMER 29-seater, Scottish Aviation coachwork, certificate of fitness.
GUY Arab, 5LW, 33-seater coaches, certificate of fitness 1963 (choice of two).
LEYLAND TD5, 1949, Alexander all-metal frame, 51-seater, low-bridge double-deck bodies, certificate of fitness.
LEYLAND PSI, 31-, 33 and 35-seaters, Burlingham coaches and buses, certificates of fitness.

MILLBURN MOTORS (PRESTON), L.T.D.

WALMER BRIDGE, LONGTON,

PRESTON.

Phone, Longton, Lancs, 3255-6. 867-107

STANLEY HUGHES AND CO. L.T.D.

LODGE GARAGE, WHITEHALL ROAD,

GOMERSAL, NEAR LEEDS.

Phone, Bradford 681144.

END OF SEASON SALE.

SPECIAL CLEARANCE OFFER OF ALL COACHES.

NIGHT PHONE, CLECKHEATON 2461-2.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, NEWPORT 59866. 867-42

1955 BEDFORD petrol Super Vega coach, 36-seater Duple, one owner, certificate of fitness 1965, £1,750.

1949 COMMER petrol, 33-seater coach, Plaxton body, certificate of fitness 1963, £600.

TOM BYATT (STOKE), L.T.D.

FENTON, STOKE-ON-TRENT.

Phone, Stoke-on-Trent 48581 (six lines). 867-158

BIRD'S COMMERCIAL MOTORS, L.T.D.

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

37 A.E.C. double-deck buses, fitted 9.6 engines and full air brakes, very good condition.

10 DAIMLER double-deck buses, very good condition.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 867-102

1957 BEDFORD 41-seater Duple Super Vega, £2,650.

1954 BEDFORD 38-seater Duple Super Vega, 8 ft. £1,725.

1950 BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness three years, £475.

1950 COMMER 33-seater Strachan full-front coach, 7 ft. 6 in., high-back seats, £595.

CONWAY HUNT, L.T.D., Brox Rd., Ottershaw, Photo. Ottershaw 461, day and night. 867-429

BEDFORD and Morris small buses, suitable for schools, hotels, contractors, from £250. Lawton-Goodman, 165 Crickwood Broadway, N.W.2. Gladstone 2726. 867-92

1950 ALBION Duple 31-seater, Formica panels, five years' certificate of fitness to 1965, used on tour, very attractive machine at £750.

1959 AUSTIN 12-seater P.S.V., certificate of fitness to 1965, quarter lights, roof lights, immaculate, must be seen, £750.

SWINARDS, Ashford, Kent. Ashford 1064. After 6 p.m. Ashford 497. 867-124

1955 A.E.C. Reliance Duple body 41-seater luxury coach, certificate of fitness to 1966.

1950 BEDFORD 29-seater, luxury seating, certificate of fitness 1965, price £300, Margate. 867-238

£150. 1949 Crossley 33-seater, good tyres and batts; £225, Daimler double-deck 56-seater, good tyres and batts. Starline Coaches, N. Harrow. Harrow 867-714

Used Passenger Vehicles (contd.)

1955 COMM

1956 BEDFO

1952 BEDFO

1951 BEDFO

1948 BEDFO

1948 LEYLA

1950 MAUD

1949 SHAW. M

H. LEYLAND PSI

December, 195

LEYLAND PSI

1959 BEDFO

1959 BADDY'S MOT

Phone 3463-6

SIX single-deck

2 par. all certi

condition throu

Butterworth Bros.

£500. A.E.C.

December, 1956

1963, petrol, £1,2

certificate of fitness

AMBULANCES

from £125.

roadway, N.W.2.

ARTI

(INCLUDING

CARRIMORE

some appear

CARRIMORE

Works, North

10-TON BUD

flat trailer,

8-TON SCAM

ALL inquiries

E. J. BAK

B.M.C. D

and fitted A/C

September, 1956

Scammell coupli

Jack Adams, 2

Chatham 41548

MORRIS-COM

22-40, flat h

MEADWAY V

nam, 9. V

CAPIT

BE

NEW BEDFO

unit, for ea

NEW SCAM

diesel, early

USED SCAM

with trailer

USED SCAM

one owner.

SCAMMELL 6

REXINGTON

Clerkenwell

1959 AUST

nicom.

ALWAYS a

vehicles in o

and trailers so

exchanges.

RUSH GREE

R Steven sec 1

Artic

WANTED, S

fitted with

(Hayshall), Ltd.

cambe, Lancs.

BRE

DIAMOND T

for breakd

Mach 6 x 6, fitted

Ltd., Amstphil.

DODGE break

power winch

Allen, Blagrove

35267.

Used Passenger Vehicles (contd.)

1955 COMMER TS3, all extras, reconditioned engine, 7,000 miles, £2,595.
1956 BEDFORD 41-seater, £2,595.
1952 BEDFORD 38-seater Duple, £1,495.
1951 BEDFORD 33-seater Duple, £1,125.
1948 BEDFORD 29-seater, £195.
1948 BEDFORD 29-seater, H.B. seats, £250.
1948 LEYLAND 33-seater, £650.
1950 MAUDSLAY 33-seater, £285.
1949 H. SHAW, Market Deeping 2224, Nr. Peterborough. 869-8890

LEYLAND PSI, Plaxton body, certificate of fitness December 1962, £350.
LEYLAND PSI, 6 ft front, certificate of fitness November 1963, £450.
1959 BEDFORD Duple, SBI, diesel, certificate of fitness 1966, £3,000.
BADDY'S MOTORS, 10 Holdenthorpe Rd., Bridlington. Phone 3483-64. 868-8867

SIX single-deck service buses suitable for works transport, all certified till 1961, 8-6 engines, in very good condition throughout, £150 each, no offers, please. Butterworth Bros., School St., Pimphoff, Bury, Lancs. 867-3748

£500. A.E.C. 1950 35-seater full-front high-back luxury coach, certificate of fitness 1962, 7.7 engine, 1956 41-seater Bedford bus, certificate of fitness 1963, petrol, £1,250 or near offer; Bedford 1948 29-seater, certificate of fitness 1961, Duple, £250. Wordsworth 3159. 868-x7698

Used Passenger Vehicles (contd.)

1955 Commer Duple 41-seater, heaters, 2-speed axle, 1954 Seddon Duple Elizabethan 41-seater, new engine, 2-speed axle. Lambert, 4 Dynevor Place, Fairlands, Guildford. 867-x7760
1960 FORD Thames Burlingham 41-seater coach.
1960 BEDFORD Burlingham 41-seater coach.
1959 August, FORD Burlingham 41-seater coach.
1958 LEYLAND Tiger Cab Burlingham 41-seater coach.
1948 LEYLAND PSI Burlingham 33-seater coach.
A inspection in first-class condition. Any trial and inspection welcomed. Price arranged after trial and inspection. Box CM6815, care of "The Commercial Motor." 870-8896

Unclassified Wanted

SEDDON. Buses required, offers to Unive Unity, 107-115 Long Acre, W.C.2. 869-x7555
WANTED. scrap single- and double-decker buses, coaches, bus bodies, scrap engines, dynamos, starters, batteries, etc. We collect anywhere. Blair, 195 Chapel St., Salford, 3, Lancs. Phone, Blackfriars 5677 day, after 6 p.m. Didsbury 2860. 867-8869

NEW PASSENGER VEHICLES

BEDFORD

12-SEATER Utilabus, cream, red trim, immediate delivery, £770. H.P. four years. Real, Medland and Wills, Bridgewater. Phone 2639. 867-50

New Passenger Vehicles (contd.)

COACHES AND COMPONENTS, LTD.

469-473 HOLLOWAY ROAD, LONDON, N.7.
 Phone, Archway 2647 (five lines).

ARE now taking orders for 1960 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or diesel engines.
PART-EXCHANGES and H.P. terms arranged to your satisfaction. 867-778

NEW BEDFORD 216-in-wheelbase passenger chassis 150-cu.-in. diesel, immediate delivery.
HILLS GARAGES (MANCHESTER), LTD., 80-90 Port St., Manchester, 1. Phone, Central 4311 (10 lines) 867-60

FORD THAMES

A. SPRINGALL, LTD.

EARLY delivery new THAMES with Duple, Plaxton, Burlingham or Harrington bodies. Demonstrations and hire-purchase to suit your requirements.
A. SPRINGALL, LTD., Plumstead Common, S.E.1. Woolwich 5313. 867-290

VOLKSWAGEN

EUROPEAN CARS, LTD., distributors for London and Western districts. Early delivery Kombi, Microbus van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fire 7722. 867-741

MISCELLANEOUS VEHICLES FOR SALE AND WANTED

AMBULANCES

AMBULANCES. Bedford, Austin, Morris, Albion, etc., from £125. Lawton-Goodman, 135 Cricklewold Broadway, N.W.2. Gladstone 2226. 867-91

ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 867-708

10-TON BEDFORD-SCAMMELL (petrol) with 20-ft. flat trailer, fair.
8-TON SCAMMELL step-frame machinery carrier, good.

ALL inquiries to:—
E. J. BAKER AND CO. (DORKING), LTD.
 Dorking 3822 (ext. 19). 867-459

B.M.C. Diesel with Scammell coupling and low-loading trailer, 24 ft. in length, very clean and fitted Eaton axle, sound outfit, first registered September, 1956, £510. Also 1954 Bedford tractor unit, Scammell coupling, petrol, one owner, very clean, £200. Jack Adams, 25 Haile Avenue, Chatham, or phone, Chatham 41548 during working hours. 867-x7556

MORRIS-COMMERCIAL 1949 diesel articulated with 22-ft. flat body, very good condition, £225, any trial.
MAUDSLAY SPARES, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 867-67

CAPITAL MOTOR CO., LTD.
 BEDFORD MAIN DEALERS.
 SCAMMELL DISTRIBUTORS.

NEW BEDFORD 10- and 12-ton forward-control tractor unit, for early delivery.
NEW SCAMMELL 1- and 6-ton Scarabs, petrol or diesel, early delivery.
USED SCAMMELL Scarab 6-ton (diesel) motive units, with trailers, choice of several.
USED SCAMMELL Scarab 6-ton (diesel) motive units, one owner.
SCAMMELL 6-ton drop-frame boxvan trailer.

REMINGTON ST., City Rd., N.1. (Near Angel), Clerkenwell 7450. 867-116

1959 AUSTIN Scammell 10-ton articulated pantechnicon, 36,000. Mr. Bone, Wat 1391. 867-55

ALWAYS a large selection of good used articulated vehicles in stock of all types and sizes, tractor units and trailers sold separately if required. Terms and conditions.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. R Stevenage 174. 867-326

Articulated Vehicles Wanted

WANTED. Scammell tractors and articulated trailers, fitted with 6LW Gardner engines, Walker units (Haysham), Ltd., Middleton Rd., Middleton, near Morecambe, Lancs. 867-299

BREAKDOWN VEHICLES

DIAMOND T 6 x 6, fitted winch, unregistered, suitable for breakdown truck, excellent condition, £475; also Mack 6 x 6, fitted Gardner 6LW diesel, £450. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. 867-766

DODGE breakdown twin-jib Harvey-Frost 3-ton crane, power winch, streamlined, chrome plated, £225. Len Allen, Blarney, Wootton, Abingdon, Berks. Oxford 15267. 867-x7560

Miscellaneous Vehicles (contd.)

HEAVY-DUTY double-lift breakdown, streamlined body, petrol engine, winch, capable of 15-ton lift, excellent condition, £450. H.B.H. Motors, Ltd., Mill St., Colnbrook 2741. 867-352

Breakdown Vehicles Wanted

WANTED. vehicle for heavy recovery, winch and jib essential. Scammell diesel preferred, must be in good condition, capable minimum 25 m.p.h. Scott's Garage (Kewick), Ltd., Main St., Kewick, Cumberland. Phone 454. 867-x7700

CATTLE CONVEYORS AND HORSEBOXES

1960 AUSTIN 7-ton diesel, 2-speed Eaton axle, fitted 18-ft. Piverton cattle conveyor, complete with decks and all fittings, nominal mileage, new condition.
AUSTIN 5-ton normal-control, petrol chassis fitted with Jennings four-way box, side and rear loading, new and unregistered, immediate delivery.
FORDSON three-horse box, with special 5-seater cab, which can be used as sleeping accommodation, very useful machine, low mileage.
CHARLES CLARK AND SON (COMMERCIAL VEHICLES), LTD., Hope Works, Alexander St., Wolverhampton. Phone, Wolverhampton 26784. 867-164

ELECTRIC VEHICLES—WANTED
MORRISON or NCB electric vehicle 10-cwt. to 20-cwt. required, state full details, Box CM674, care of "The Commercial Motor." 869-8879

ESTATE CARS AND UTILITIES

DEMONSTRATION "Sleep-a-Kar," two weeks' use only, unregistered, list price £900, our price £750. Kennings, Ltd., Queen St., Derby. 868-8871

BARGAIN new VAUXHALL Victor estate cars. Real, Medland and Wills, Bridgewater. Phone 2639. 867-51

1957 HILLMAN Husky, choice of two, in exceptional condition, from £365. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 1040-8. 867-405

INTERNATIONAL Harvester personnel carrier, 1952-1953, seating capacity nine (28 h.p.), good condition, low mileage, convertible for goods carrying, choice of four, all spares available. Official agents, Graham Engineering Co., Ltd., 1112, Harrow Rd., London, N.W.10. Phone, Ladbrooke 6983. 867-408

EX-W.D. VEHICLES

AUSTIN and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition available. Specification and photographs available on request. Overseas inquiries invited.
C. MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's, Waltham 133. 867-882

A. E. C. Also winch and tipper vehicles. Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.
J. Phone, Braishfield 395. 867-986

SWORDER (MOTORS), EXPORT, LTD., for all ex-W.D. trucks or spares. London Rd., Longwater, High Wycombe, Bucks. Phone, High Wycombe 4078. 867-933

LARGE fleet latest-type MORRIS-B.M.C. 4-wheel-drive trucks, reconditioned Model MRA-1. H.P. terms available.
LUTO UNITS (EALING), LTD., Derwent Rd., W.5. Eal 5108. 867-126

Miscellaneous Vehicles (contd.)

A.E.C. Matador 4 by 4 and Austin 4 by 4, low-mileage vehicles. Robert Dixon, Ltd., Hunsdon, Herts. Phone, Stanstead Abbots 301-3. 869-8974

EX-W.D. unregistered vehicles.
BEDFORD 3-ton short-wheelbase tippers twin rear, £295.
BEDFORD 5-ton long-wheelbase twin rear drop-side, £365.
BEDFORD GS trucks from £125.

FORDSON 5-ton long-wheelbase drop-side truck, twin rear, 4D-type cab, V8 petrol engine, £140.
KARRIER Bantam 30-cwt. flat truck, reconditioned, spares from 16 rear, £265.
REGISTERED ex-W.D. vehicles.

ROMMER Superpoise 30-cwt. van, reconditioned engine, £375.
SHERWOOD'S GARAGES, LTD., Monton Rd., Monton, Eccles, Lancs. Eccles 1883. 867-310

A.E.C. Matador 4 x 4 and Austin 4 x 4 low-mileage vehicles. Robert Dixon, Ltd., Hunsdon, Herts. Phone, Stanstead Abbots 301-3. 868-8895

MAINS MOTORS, LTD., Ewelme, Oxon (phone 62), offer the latest selection of genuine low-mileage surplus Government vehicles in the South of England. Bedford, Austin, Albion and Morris at prices from £30. Spares from 16 acres of low-mileage trucks of almost every make. American and English, if your needs include anything from complete vehicles or the smallest parts, we can usually supply from stock. Callers welcomed or phone your requirements now. Same-day service. Over 15 years' ex-W.D. experience at your disposal. 867-360

SEVERAL FORD WOT6 machinery trucks, unused since reconditioned in 1957, fitted sliding boom block and tackle and 24-kV. generator, etc. Jacquier, Ltd., 29 Hammersmith Rd., W.6. Riv 6577. 867-402

HEARSES

1954 AUSTIN Sheerline hire car, in excellent condition, good tyres, heater, radio, screenwashers, etc. Contact Semmence, Dimondham, Norfolk. (Phone 2155.) 867-457

INSULATED VANS

£450 Each, two 23-ft. 10-ton SCAMMELL insulated vans, trailers, side and rear loading.
255 WALTON LANE, Liverpool, 4. Aintree 1873. 867-293

JEOP

M38 Late type, hard and soft tops, low mileage, ex-U.S. Forces, from £150. Oxford Motor Co., 474 Cowley Rd., Oxford. Phone 78361 and 78166. 867-457

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295. Two-year guarantee.
FREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6831. 867-954

BEDFORD 3-ton Model A31Z coachbuilt Luton van, 700 c.c., mileage under 20,000, £195. Lawton-Goodman, 135 Cricklewold Broadway, N.W.2. Gladstone 2226. 867-94

NEW BEDFORD 360-cu.-ft. pantechnicon, £710. Real, Medland and Wills, Bridgewater. Phone 2639. 867-52

1956 B.M.C. 3.4 diesel Luton van, 1,600-cu.-ft. body, well tyred, in excellent condition throughout, unladen weight 2 tons 19 cwt., £675. Phone, Stepps, Green 5522. 867-528

Miscellaneous Vehicles (contd.)

H. A. SAUNDERS, L.T.D. AUSTIN DISTRIBUTORS.

NEW AUSTIN S200 chassis-cab, petrol or diesel, fitted with 600 c.c. Luton body, now available.
NEW AUSTIN S200 chassis-cab, petrol or diesel, fitted with box van bodies, side and rear roller shutters available.
NEW AUSTIN 3-ton forward-control chassis-cab, diesel with 1,075 c.c. Luton body, now in progress.
NEW AUSTIN 5-ton forward-control 16-ft. chassis-cab, diesel with 1,250 c.c. Luton body, now in progress.
HIRE-PURCHASE. Part-exchange. Body-buildings.
ALWAYS a large selection of AUSTIN trucks and vans from 3 cwt. to 5 tons.

H. A. SAUNDERS, L.T.D.

836 HIGH ROAD, FINCHLEY, N.12.

Hillside 5272. Ext. 22. 867-87

1950 JENSEN pantechicon, over 1,300 cu. ft., one owner, Pe engine, £350. Cottee and Edwards, Ltd., Nottingham. Phone 46674. 867-210

ARTICULATED pantechicon vans in stock, choice of A several, with Scammell and S. couplings.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 867-336

1957 B.M.C. 7-ton, 2-speed axle, 1,150-cu.-ft. van, in magnificent condition, £625. 17 Pearl St. Sheffield. Phone 29139, 37529. 867-320

1950 FORD 4D diesel Luton van, 1,600 cu. ft., recent exchange engine, clean and tidy, £325. Phone, Stepney Green 5522. 867-527

MARSTON MOTOR CO., L.T.D.

OFFER FROM STOCK
NEW LUTON VANS
FOR
IMMEDIATE DELIVERY.

SEE OUR ADVERTISEMENT UNDER USED GOODS VEHICLES—AUSTIN AND USED GOODS VEHICLES UNCLASSIFIED.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000. 867-77

CHANDLERS MOTORS, LTD.

1956 MORRIS 5-ton, 1,200-cu.-ft. pantechicon, alloy body, in really first-class condition, £475.
1955 ATKINSON 4LK pantechicon, 1,500 cu. ft., in very good condition, C-licence user, £250.
1955 BEDFORD A model, 3-ton, integral cab, in excellent condition, C-licence operator, 6-ft. 6-in. inside height, with roller shutter, £265; choice of two.

1954 AUSTIN 5-ton, 1,000-cu.-ft. pantechicon, low loading, choice of two, £295.
1950 SEDDON P6 diesel 1200 pantechicon, in really first-class order, C-licence operator, £340.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Phone, Greenwich 2033-4. 867-186

1948 BEDFORD 3-ton petrol Luton, 650 cu. ft., low loading, in good order and everyday use, £100. Rickette, Ottery St. Mary, Devon. Phone 38. 867-3767

1955 BEDFORD 5-ton, 1,450-cu.-ft. diesel Luton, one owner, very tidy body, now being fitted with factory replacement Perkins diesel engine, with new roof lining, unladen weight 19 cwt., for £1,050. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. 867-471

Luton Vans and Pantechicons Wanted

ALBION 4-wheel diesel Luton van, 1,200-1,800 cu. ft., required in good condition, by operator. Tartan Arrow, Solebay St., E.1 Stepney 5322. 867-10

MOBILE SHOPS, CANTEENS, ETC.

GROCERS' shops. New Austin 152 Martin Walter high tops from stock, £775; also new Commer Smith Routevendor, £1,129; new Bedford ice-cream Smith Cornette, £877. Large stock of used shops, canteens, fish and chip and ice-cream vans; list, photographs. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 867-93

TRAVELLING shops replaced by new. All 6-ft. internal height, fitted drawers, shelves, sliding trays, etc. rear entrance, separate cab, petrol, reasonable mechanical condition.
ALBION 3-ton, reconditioned engine, £125.

1948 AUSTIN 2-3-ton, £60.

1949 AUSTIN 2-3-ton, £80.

1950 AUSTIN 2-3-ton, £100.

1951 AUSTIN 2-3-ton, £180.

1951 AUSTIN 25-cwt., £85.

APPLY: Tewell Industries, Ltd., St. James Rd., Blackburn. 867-513

MOTOR CARAVANS

NEW BEDFORD 4-berth long and short, H.P. four years. Real, Medland and Wills, Bridgwater. Phone 2639. 867-49

MUNICIPAL VEHICLES

ASHURST spray bars, 7 ft. 6 in. long, 14 sprays, suitable for tar or bitumen spraying, new. Makers, Grant, Galloway and Gear, Ltd., Amby S. M. Tidy (Haulage), Ltd., 161 Preston Rd., Brighton, 6, marking envelope "Spray Bars." 867-79
B56

Miscellaneous Vehicles (contd.)

TANK WAGONS

SCAMMELL radial cargo compressors and various pumps. Box CM5412, care of "The Commercial Motor," 222-632

TANKS. tankers, frameless articles and independent tank trailers, all types. Also a large number of milk and whey tankers, Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 222-633

BRAND-NEW 1,650-gal. stainless-steel milk tank, complete either separate or mounted on new Trader 160-in.-wheelbase diesel chassis and cab, immediate delivery.

BRAND-NEW 1,650-gal. stainless-steel milk tank, fitted with A.P.V. stainless-steel suction and delivery pump conforming to Milk Marketing Board specifications; immediate delivery, mounted on latest Trader 7-ton chassis but will separate.

BARION TOWNLEY, LTD., Main Ford Dealer, Lancaster. Phone 4317-8-9. 868-8866

UNREGISTERED BEDFORD OY 800-gallon tankers, new batteries, spare wheel, good order, £200. Bedford 4 x 4 900-gallon tankers with pumping equipment, £250. L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 222-822

ONE 2,500-gal. petrol tanker, Emco open fill, complete, 5 by 500 E.R.F. Ster, 5LW reconditioned engine, immaculate condition, £550.

ONE 2,000-gal. petrol tanker, compas., 4 by 500, Seddon P6, 1951, almost new tyres, £750.
ONE 1,500-gal. road tank, A.P.V. aluminium, compas., 3 by 500, £150.

THREE 1,500-gal. 4 comp. petrol tankers, Albion, petrol or diesel.
ONE 2,000-gal. articulated petrol tanker with S-type Bedford-Scammell petrol or diesel tractor.

LIQUID transporters (trailers) from 250-1,500-gal. capacity.
SURPLUS stock of (pressure-tested) underground and overhead storage tanks, 3 ft. plate, from 300 to 10,000 gal. Also reconditioned petrol pumps and flow meters available.

SHERWOOD'S GARAGES, LTD., Monton Rd., Eccles, Lancs. Phone, Eccles 5363. 867-393

LONDON WHARVES AND DOCKS

Published in association with
"The Commercial Motor"

2nd Edition Demy 8vo Illustrated.

Laminated card covers 6s. net, by post 6s. 7d.

Laminated paper boards 7s. 6d. net, by post 8s. 2d.



TEMPLE PRESS LIMITED

Bowling Green Lane, London, E.C1

BEDFORD 500-gal., ex-W.D., unregistered, perfect, £150 each, 12 and 12 R. Saunders and Co., Ltd., Hainault Rd., Leytonstone, E.11. Ley 4383. 867-353

1953 BEDFORD-SCAMMELL with 2,000-gal. 4-compartment trailers with pump, choice of three.
2,000 Gallon 4-compartment spirit Scammell trailers.

OVER 30 Bedford Austins and Fords, 800 gallon, 1,000-1,200-gallon tankers in stock, suitable for spirit, paraffin or whey, with or without pumps.
H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 867-498

Tank Wagons Wanted

STAINLESS-STEEL tanks and tankers. Also 2,500-gal S ex-W.D. refueler tanks, Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone Botley 2343. 222-634

TIPPING LORRIES

1955 DODGE fitted with 7-yd. body, Perkins P6 diesel engine, 2-speed axle, good running order, £425. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6. 222-784

1954-58 DODGE 7-ton diesel tippers, Eaton 2-speed new engines, new engines. Officers, H.P. arranged. Westcott, Watford. Phone, Garston 4101. 867-134

B.M.C. 1956, 5-cu.-yd. diesel tipper, very good order, £510. Malden 3635. 867-105

1955 B.M.C. tipper, 8-cu.-yd. alloy body, excellent condition, £250. C. Russell, 155 Millbank St., Northam, Southampton. Phone 26590. 867-117

FODEN 12-cu.-yd. 8-wheel tipper, rebuilt 1956, this machine is in very good order and ready for use. Further enquiries to: Grantham (Commercial), 97 Barrowby Rd., Grantham. Phone 133. 867-161

AUGUST, 1959, 7-ton Trader, long-wheelbase steel body tipper, £750.
1958 (Late) LEYLAND Comet short-wheelbase alloy tipper, good order, new batteries, 2-speed axle, low mileage.

1957 7-ton DODGE, R6 engine, 10-ft. 6-in. drop-side tipper, one C-licence owner, good tyres, very clean. Justice (Underwood), Langley Mill 3182, home 3625. 867-219

Miscellaneous Vehicles (contd.)

AUSTIN 6 x 4 tippers, new batteries, spare wheel, £260. 1955 Dodge 7-yd body, Perkins P6 diesel engine, 2-speed axle, good running order, £425. Diamond T 6 x 6 dump truck, unregistered, £475. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-822

1957 TS3 COMMER long-wheelbase tipper, £550. 17 Pearl St., Sheffield. Phone 29139, 37529. 867-316

1956 COMMER TS3 diesel, 7-ton tipper, in very good running order, well maintained, one owner, only been used for light work, £650.

1956 BEDFORD 7-ton diesel tipper, one owner, stainless-steel body, 2-speed axle, £450.

1955 A.E.C. 8-wheeler tipper, 9.6 engine, double drive, large capacity body, air brakes, good tyres, in good running order, £1,600.

1955 (Registered) FODEN 8-wheeler tipper, 6LW engine, double drive, large capacity alloy body, clean and well maintained, £950.

1959 Thames Trader 6D 7-ton tipper, steel drop-side 7-yd. body, in very good order, £630.

ALSO a number of other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 867-335

1958, September, Thames Trader 7-ton, Anthony 6-cubic-yard body and tipping gear, £750. Choice of two, view by appointment. Arnold 7771. 867-287

1959 BEDFORD S-type diesel, 6-cu.-yd. tipper, £775. 1956 Commer diesel, 6-cu.-yd., £525. Burgh Heath 7117. 867-267

NEW BEDFORD normal-control and forward-control tippers available, details on request.

ARLINGTON MOTOR CO., LTD.

HIGH ROAD, PONDERS END, MIDDX.

Phone, Howard 1266.

CORNARD ROAD, SUDBURY, SUFFOLK

Phone, Sudbury 2301.

DUMBALLS ROAD, CARDIFF, GLAMORGAN.

Phone, Cardiff 30641. 867-300

1957 COMMER TS3 tipper, Pilot gear and 7-yd. body, good condition, £890. Bal 6060. 867-354

GRAHAM ENGINEERING CO., LTD., 1112 Harrow Rd., London, N.W.10. Ladbroke 6943. 867-469

1960 THORNICROFT Trusty tipper, 8-wheel brakes, power steering, fully equipped cab, underbody tipping gear, timber and steel drop-side body, etc., 5,000 miles only, fully guaranteed by makers, immediate delivery. Bowyer Bros (Congleton), Ltd., Congleton, Cheshire. Congleton 3733-4. 868-4897

Tipping Lorries Wanted

WANTED. Genuine A.E.C. 6-wheeler dumpertruck, 11.3 engine. Dodd, Dromara, Co. Down. Dromara 686-4743. 228.

TRACTORS

3- And 6-ton Scammell mechanical horse tractor unit, £45 each.
MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 867-69

1955 FODEN FG6 tractor unit, 6LW engine, one owner, S.A.E. coupling, in excellent order, £675.
1958 BEDFORD S-type unit with Comet 90 engine, 5-speed gearbox, S.A.E. coupling, appearance almost as new, £750.

1954 SCAMMELL tractor unit, 6LW engine, 6-speed box, very good order.

ALSO a large number of other tractor units of various makes in stock. Trailers also in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 867-335

1955 FORD Thames tractor with Perkins engine, 10-ton Carrimore, quick release, complete with sack loader, low mileage, one owner, excellent condition, £530. Church Road Motors, Hadleigh, Essex. Phone 57271 (six lines). 867-477

TRAILERS

CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 222-707

TRAILER Dollies, various size tyres, complete with 10th wheel from £80 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 222-962

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, platform pantechicons and special types.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 867-335

E.C.G. TRAILERS, 96 Hackford Rd., S.W.9. 20 to 25 ft. Also drawbar trailers. All reconditioned and ready for work. Rel 3852. 870-6669

DYSON super trailers and semi-trailers.
The best of haul inventments.

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, "Lancaster, Liverpool." 222-409

NEW trailers for old. Your short or damaged trailer completely rebuilt up to 25 ft. long, consisting of new chassis, body, floor, raze, brake connection and lighting equipment. All built up by skilled craftsmen in our works, using your axle, tyres and pick-up. Write E.C.G. Trailers, 96 Hackford Rd., London, S.W.9. Phone, Rel 3853. 879-870

Miscellaneous

TASKERS trailers
FOR every kind
SUITABLE for
3 drivers, also for
types now ex-
cise with "D-S"
trailers.

COUPLINGS: S
matic mechan
FULLY illustrat

TASKERS
HEAD OFFICE
WORK
Phone, 1
Grams,
London O

Manchester Office: P

J. CHARLTON
Hypatia St., B
SCAMMELL tra

2-WHEEL trailer
Goodman, 135
Hill 2226.

USED units,
Spares for all

VERY large sto
con-rods, bear
lorry, start, etc.

B.R.D., S.W.3. K
Baker Street

NEW recondition
motor pump
Lid. Alfreton, De

A.E.C. 7.7
dynam
packed in a non-
works.

J. T. LEAVESLEY
Alrethwa 354-5-6

ALMA C
OFFICIAL RI
STO

VICTOR

A.E.C. All truck

J. CHARLTON
Hypatia St., B
SPARES for most

CHARLES COPP
Grove, Cross S

1940 8-wheel /
for spare
Colnbrook 2741.

COMPRESSORS,
gearbox attach
E. TREM AN
R. near Doncaster

J. CHARLTON
Hypatia St., B
SPARES for most

USED units,
For K2, 3, 4

C.G. NO
OFFICIAL
Main

AUSTIN SPARE

50 VA

Miscellaneous Vehicles (contd.)

TASKERS trailers and semi-trailers.
FOR every kind of load between 8-cwt. and 35 tons.
SUITABLE for use with the great majority of prime movers, also for Land Rovers, vans and cars.
TYPES now ex-stock include: 10-ton tipping semi (steel body) 6-ton tipping 2-wheel trailers, 3-ton platform semi with "D-S" automatic coupling, 3-ton 4-wheel trailer.
COUPLINGS: S.A.E./S.M.M.T.—Taskers "D-S", automatic mechanical horse.
FULLY illustrated descriptive leaflets on request.

TASKERS OF ANDOVER (1932), LTD.
HEAD OFFICE AND WORKS: WATERLOO IRON WORKS, ANDOVER, HANTS.
Phone, Andover 2312. Telex 47-539.
Grams, "Taskers-Andover Telex."
London Office: 36 Victoria Street, S.W.1.
Phone, Abbey 2302.
Manchester Office: 26 Corporation Street, Manchester, 4.
Phone, Deansgate 6009.
Telex 66-249. zzz-783

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SCAMMELL trailers, 3-ton, 6-ton, 8-ton. zzz-786

2 WHEEL trailers, all sizes, new and used. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Glendene 2226. 867-90

A.E.C.

USED UNITS, Whitefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. zzz-645

VERY large stocks available. A.E.C. spares, mains, con-rods, bearings, timing chains, cylinder and clutch levers, gears, etc. Phone or write.
BAKER STREET TRADING CO., LTD., 53 Brompton Rd., S.W.3. Kensington 0026. zzz-908

NEW reconditioned transfer boxes for Matador, new injector pumps and injectors, Cundey and Stewart, Ltd. Alfreton, Derbs. Leabrooks 477. zzz-965

A.E.C. 7 diesel engines, complete with starter, dynamo, clutch, fuel pump, injectors, etc., packed in a non-returnable wooden case, only £95 ex works.
J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone, Alrewas 254-5-6, ext. 5. zzz-641

ALMA GARAGES (BRISTOL), LTD.
OFFICIAL REPAIRERS AND SPARE PARTS STOCKISTS FOR A.E.C.
MITCHELL LANE,
VICTORIA STREET, BRISTOL, 1.
Phone 27063, 24669. zzz-982

A.E.C. All spares for Matador 4 x 4 and 6 x 6 trucks. Martindale, Chorley. Phone, Chorley 222-680

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. zzz-787

CHARLES COPPOCK, LTD. Engines and spares, Elm Grove, Cross St., Sale, Phone, Sale 5633. 867-35

1940 8-wheel A.E.C., complete but engine dismantled for spares. H.B.H. Motors, Ltd., Mill St., Colnbrook 2741. 867-357

COMPRESSORS, air brakes, new, A.E.C. Matador for gearbox attachment, £20 each, ex works.
R. E. TREM AND CO., LTD., Bawtry Rd., Farningley, near Doncaster. Phone, Farningley 203-4. 867-506

ALBION

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. zzz-788

AUSTIN

USED UNITS, Whitefield, Burnley (phone 2262). For K2, 3, 4 models. zzz-647

C. G. NORMAN (COMMERCIAL), LTD.
OFFICIAL AUSTIN DISTRIBUTORS.
Main Spare Parts Stockists.
AUSTIN SPARE PARTS AND COMPONENTS.

50 VAUXHALL BRIDGE ROAD,
LONDON, S.W.1
Victoria 2211. zzz-764

Miscellaneous Vehicles (contd.)

SEMI low-loading trailers for sale. Tasker couplings. Box CM676, care of "The Commercial Motor." 868-8885

TWO 7-ton trailers with detachable aluminium container, 12-in. 7 x 7 apertures, 600 x 10 ft. fitted with shipping slings, in very good order, £250 the pair. Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133. 867-162

LOW-LOADING trailers. We have several 12-ton low-loaders in stock, almost as new, 16-ft. well, knock-out axle, complete with winch, etc. Also most other types low loaders 8 to 50 tons capacity. Tractor units also in stock.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 867-332

ARLINGTON MOTOR CO., LTD. offer:—
NEW York 25-ft. 11-ton Scammell-coupling trailers from stock.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 867-382

20 FT. SCAMMELL trailer chassis, tailboard loader.
PIRBRIGHT GARAGE, Pirbright Rd., Southfields, S.W.18. Vandyke 6188. 867-361

8-10-TON trailer, four wheels, 15-ft. platform, tyres very good condition, £85.
OFFICE trailer, four wheels, wooden body, 10.50 x 13 tyres, condition first-class, £95. H.B.H. Motors, Ltd., Mill St., Colnbrook 2741. 867-355

TASKER flat platform trailer, 35 ft. long, 7 ft. 6 in. in width, 3 ft. high, fitted with 8.25 x 15 tyres, 4-in-line oscillating axles front and rear with air brakes.
LOW-LOADING trailer by Crane, 45 tons capacity, all steel constructed, 20-ft. well, knock-out rear axle, four 14 in. line solid tyres, full lock turntable, in P.M.O. G. Hamill, Portadown. Phone 2297. 867-x761

SPARE PARTS AND SUPPLIES

Spare Parts and Supplies (contd.)

WHOLESALE stockists. Pryn and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. zzz-907

RECONDITIONED engines with accessories, 5 x 4 and 6 x 4, £20. New cylinder blocks with pistons and bearings, £10; 34-litre crankshafts, £6. Pistons with rings £30, £60, 68. Gearboxes, £10; 6 x 4 differentials, £20. Rear axles, £30, 4 x 4 axle shafts, £3. L. W. Vass, Ltd., Amptill Bedford. Amptill 3255-6. zzz-761

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. zzz-789

RECONDITIONED engines complete with all accessories including carburettor for 6 x 4 and 4 x 2, £37 10s. each. Second-hand engines, £20 each. Boropex, Ltd., Cubitt Town Wharf, Millwall, E.14. Eas 4911. 867-43

BEDFORD

USED UNITS, Whitefield, Burnley (phone 2262). Spares suitable for all models. zzz-648

A XLE cases, O, A and S models. Turner and Knight. Ealing 4298. zzz-844

500 Tons of surplus Bedford spares. Write for lists. Premier Supply Co., 238c Worpleston Rd., Guildford. zzz-996

COACHES AND COMPONENTS, LTD.

93-94 STAMFORD HILL, LONDON, N.16.
Stamford Hill 8444 (five lines).
BEDFORD MAIN DEALERS.
PASSENGER AND COMMERCIAL VEHICLES.
Full range of genuine spares and exchange units, quick repairs and breakdown service. zzz-779

JOHNSON-ROBERTS, LTD., have been supplying J exchange Bedford 28 h.p. "Shorti Motors" for 16 years. Why not try one for yourself, £24 net trade or £28 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details write or phone London's oldest-established engine reconditioning concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.8. Phone, Mountview 0111-4. zzz-614

CYLINDER blocks, .020 complete with pistons, £7; new Solex carburettors, 20s.; pistons complete with rings, £20, £40, £60. 68. QL crown wheel and pinions, £6; reconditioned engines complete with accessories, £40. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255-6. zzz-729

QL New crown wheel and pinions, £6 each, second-hand diff. and pinion ass. c/w bearings. All spares for QL and QY, Cundey and Stewart, Ltd., Alfreton, Derbs. Leabrooks 477. zzz-725

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. zzz-790

BREAKING large number S model diesels 54-58, all spares and units. Bradley of Accrington 34821. 869-x7547

G. E. C. J. IRANI AND CO., LTD., 10 St. Dunstan's Hill, E.C.3. Phone, Min 6374-6.

BRAND-NEW 28 h.p. Bedford crankshaft, standard, £5 each. 867-752

Miscellaneous Vehicles (contd.)

QUEEN MARY trailers, in first-class condition, 5-ton capacity, mounted on very good 14.00 x 20 wheels, tyres and tubes, low prices quoted.
R. E. TREM AND CO., LTD., Bawtry Rd., Farningley, near Doncaster. Phone, Farningley 203-4. 867-506

Trailers Wanted

LOW-LOADER 15-ton minimum 16-ft. well, draw-bar independent trailer preferred, but article unit considered. Craigenlow Quarries, Ltd., 211 Union St., Aberdeen, Scotland. 867-x7744

LOW-LOADER 12-ton fifth wheel, 12-ft. 6-in. or 14-ft. well. Write full details and price. Box CM5810, care of "The Commercial Motor." 867-448

WANTED, articulated van trailers, all types. Daces Motors, Ltd., 18 Clarence Rd., Manchester, 13. Phone, Rusholme 2093. 867-456

LOW-LOADER (Carrimore for preference), 10-12-ton condition, well fitted and ready to go into immediate service Church Road Motors, Hadleigh, Essex. Phone 57271 (six lines). 867-470

TRAILER UNDERCARRIAGES

DAVIES, S.A.E. fifth-wheel coupling, factory reconditioned, exchange service and spares. London Rd., Ware, Herts. Ware 489. zzz-736

SERVICE-EXCHANGE Scammell couplings, immediate delivery. Merriworth Engineering, Ltd., London, R.W. Stone, Dartford, Kent. Dartford 20810. zzz-761

Spare Parts and Supplies (contd.)

ADMIRALTY rebuilt Bedford engines complete or bare, with or without new gearboxes, first-class lot.
PATMORES MOTORS, LTD., 246a King St., Hammersmith, W.6. 869-8893

PISTONS, sizes .020 and .040, .060; Bedford crankshaft part No. 7055851. Bedford cylinder blocks, part No. 7125648. Bedford rear spares, part No. 7060916, and exhaust valves, part No. 7060799; cylinder-head assemblies, part No. 7055462. Hayes (Middlesex) Trading, Ltd., Charlville Lane, Hayes, Hants. Hayes 6258. 867-270

ENGINES, 28 h.p., reconditioned, complete, £45 or exchange service. M. and D. Motors, Ltd., 47 Brixton Hill, London, S.W.2. 867-450

CHEVROLET

COMPREHENSIVE stocks of spares and replacement units for Canadian Chevrolet. Don Everall, Ltd., Chevrolet Distributors, Cleveland Rd., Wolverhampton Phone 23212. zzz-903

RECONDITIONED Chevrolet engines for C601 trucks, complete with accessories, £24 each. L. W. Vass, Ltd., Amptill, Bedford. Amptill 3255. zzz-722

JAYGEE, For engines, gearboxes, axles and all other spares. Phone, Riv 3656-7, or write J.G. Auto-Spares Co., 109-111 Fulham Palace Rd., Hammersmith, W.6. zzz-726

COMMERCIAL

USED UNITS, Whitefield, Burnley (phone 2262). Spares for N and Q and QN models. zzz-649

ESCOTT AND CO. (BRISTOL), LTD., 100% Commer service. Spares and exchange units. Brixton 5407-S. 53 Acre Lane, London, S.W.2. zzz-979

COMPLETE stock of new and used parts for N1-2-3, Q2, Q4, Q25, 8-cwt. and all ex-W.D. models. Exchange engines, gearboxes, pumps, etc. New wings and cabs. R. J. Gimes, Ltd., Hadleigh Garage, Maripit Lane, Coulsdon, Surrey. Bywood 1455-8 (four lines). zzz-1111

RECONDITIONED Commer Q4 engines complete with accessories, £40; radiators, £8; rear axle assemblies, £32; front axle assemblies, £7 10s.; second-hand gearboxes, £10.

L. W. VASS, LTD., Amptill, Bedford. Amptill 3255. zzz-720

CONTAY FOR COMMERCIAL

ROOTS PARTS—SALES—SERVICE.
FOR IMMEDIATE REQUIREMENTS.
Phone, Waterloo 6162-3.

164A SOUTHWARD BRIDGE ROAD, LONDON, S.E.1. zzz-758

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available. zzz-791

DAIMLER

NEW spares for CWA6, CWD6, CWG6 chassis, A.E.C. 7.7 or Daimler 6-cylinder oil engines, Wilson pre-selector gearbox, Daimler or Kirkstall rear axle.

CHARLES COPPOCK, The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 867-40

Spare Parts and Supplies (contd.)

DENNIS

USED UNITS, Whitefield, Burnley (phone 2262).
Spares for Lancel, Ace, Pax and Max models.
zzz-650

DENVER MOTORS, LTD.

DISTRIBUTORS.
HARROW ROAD, LEYTONSTONE, E.11.
BARWICK ROAD, NEAR WARE, HERTS.
Spare parts, exchange units for all models, repairs.
Breakdown service.
All classes of bodywork in our coachworks.
Phone, Maryland 3381; Much Hadham 298.
zzz-766

DENNIS Max axle shafts, £4; crankshafts, £15; cylinder heads, £10 10s.; clutch plates, £2; phosphor-bronze wormwheels, £18; rear axles, complete, £70; second-hand 5-speed gearboxes, £30 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255.
zzz-970

COACHES AND COMPONENTS, LTD.

469-473 HOLLOWAY ROAD,
LONDON, N.7.
Archway 2647 (five lines).
THE PASSENGER AND COMMERCIAL VEHICLE
SPECIALISTS.
GENUINE spares and exchange units, repairs, bodywork
painting.
zzz-780

OLD TRAFFORD MOTOR ENG. CO., LTD.

SERVICE units and spares for all models, Talbot Rd.,
Manchester, 16. Phone, Trafford Park 0549. zzz-817

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-792

DODGE

USED UNITS, Whitefield, Burnley (phone 2262).
Spares for 3-, 4- and 6-ton models.
zzz-651

COOMBS COMMERCIALS (GUILDFORD), LTD.

DODGE DISTRIBUTORS.
We specialize in Service Units,
Unvalued Stock
of
Genuine Dodge Spares.
LIKE THE DODGE YOU CAN DEPEND
ON COOMBS.

COOMBS COMMERCIALS (GUILDFORD), LTD.

PORTSMOUTH ROAD,
GUILDFORD.
Phone 62907 (three lines). zzz-719

KINGSTON-UPON-THAMES. Dodge distributors.
Exchange units. Huge stocks petrol and diesel spares.
Globe Auto Service, Ltd., 167 London Rd., Kingston-
upon-Thames. Kin 6136.
zzz-892

AUTOMOTIVE SERVICES, LTD.

DISTRIBUTORS FOR DODGE.
COMPLETE spare parts service for English and
Canadian models. Parts dispatched by return post or
passenger train. Exchange engines, clutches, dynamos,
starters, distributors and carburettors always in stock.

50A OVERDALE ROAD,

EALING, LONDON, W.5.
Phone, Ealing 3652. zzz-755

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS.
PERKINS SIGNHOLDERS.
£20,000-worth of spare parts and exchange units for
DODGE trucks and Perkins diesel engines.
PROMPT DISPATCH.
IF IT'S DODGE-MITCHELL'S YOUR MAN!
1 BALHAM HIGH ROAD, S.W.12.
Phone, Bal 2234. 867-128

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-793

B58

Spare Parts and Supplies (contd.)

E.R.F.

USED UNITS, Whitefield, Burnley (phone 2262).
Spares for C14, C15, C16 and OE14 models. zzz-652

THE HARITH MOTOR ENGINEERING CO., LTD.
Sales, spares, service. Rugby St., Broughton Lane,
Manchester, 7. Phone, Blackfriars 9664-5. zzz-721

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-794

FODEN

USED UNITS, Whitefield, Burnley (phone 2262).
OG and DG units and spares. zzz-653

COMPREHENSIVE range of all Foden and Gardner
spare parts. Gardner exchange engines in stock.
HAZLEMERE MOTOR CO. (WALTHAM ABBEY),
LTD. Phone, Waltham Cross 2275-6-7. zzz-968

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-795

FORD

USED UNITS, Whitefield, Burnley (phone 2262).
ET6, 7V, Canadian WOT/2/3/6. zzz-654

FORD V8 engines, complete with water pumps and
clutch assembly, bench tested, packed in a non-
returnable wooden case, £37 10s ex works.
J. T. LEAVESLEY, LTD., Alrewas, Staffordshire. Phone
J. Alrewas 354-5-6, ext. 5. zzz-640

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-796

ENGLISH rebuilt Fords V8 engines, only few remain;
large quantity Ford 51.3620 fan belts. J-G Auto
Spares Co., 109 Fulham Palace Rd., W.6. Phone, Riv
3656. zzz-818

GARDNER

GARDNER LW pistons, complete with rings and pins.
standard size, 22s. 6d. each, carriage paid.
L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255.
zzz-918

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-797

CHARLES COPPOCK, LTD. Engines and spares. Elm
Grove, Cross St., Sale. Phone, Sale 5633. 867-39

GARDNER LW engine spares. Full and comprehensive
stock of all parts at low prices.
E. TREM AND CO., LTD., Bowry Rd., Finsingley,
R. near Doncaster. Phone, Finsingley 203-4. 867-504

G.M.C.

COMPREHENSIVE stocks of spares, parts and replace-
ment units for G.M.C., Don Everall, Ltd., distribu-
tors, Cleveland St., Wolverhampton. Phone 23212.
zzz-904

JAYGEE. For engines, gearboxes, axles and all other
spares. Phone, Riv 3656, or write J.G. Auto Spares
Co., 109-111 Fulham Palace Rd., Hammersmith, W.6.
zzz-728

GUY

USED UNITS, Whitefield, Burnley (phone 2262).
New and used spares available for Wolf, Vicer,
Otter, Arab, Warrior and Invincible. zzz-655

CHARLES COPPOCK, LTD. Engines and spares. Elm
Grove, Cross St., Sale. Phone, Sale 5633. 867-38

INTERNATIONAL

NEW and second-hand spares for all International
trucks and tractors. Appointed dealers.
GRAHAM ENGINEERING CO., LTD., 1112 Harrow
Rd., London, N.W.10. Ladbroke 6983. zzz-797

LEYLAND

USED UNITS, Whitefield, Burnley (phone 2262).
Most units and spares, passenger and commercial.
zzz-656

LEYLAND. All spares in stock (new), Mk. II, Hippo
and 1B models. Also some civilian models.
Martindale, Chorley. Phone 3504. zzz-681

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-798

CHARLES COPPOCK, LTD. Engines and spares. Elm
Grove, Cross St., Sale. Phone, Sale 5633. 867-37

DISMANTLING Octopuset, Hippot, Beavers and
Comets; all parts available including 600 engines,
90 engines, 3-speed axles gearboxes, etc.
RUSH GREEN MOTORS, Langley, Hitchin. Herts.
Stevenage 174. 867-330

Spare Parts and Supplies (contd.)

MACK

MACK TRUCKS (BRITAIN), LTD. manufacturers,
stockists and exporters of replacement spare parts
for American Mack trucks. Axles, gearboxes, brake
cases built to customer's specifications. Inquiries write
to 62 North St., Barkings, Essex. 867-771

MAUDSLAY

USED UNITS, Whitefield, Burnley (phone 2262).
All models. zzz-660

COMPREHENSIVE stock of spares and exchange units.
Cromard Inter stockists. Fully equipped diesel work-
shops with a good stock of C.A.V. and Simms
and exchange units.

TOWER BRIDGE GARAGE (ENGINEERING), LTD.
178a Tower Bridge Rd., London, S.E.1. Phone, Riv
0461-2, 3228. zzz-711

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-799

MORRIS AND MORRIS-COMMERCIAL

USED UNITS, Whitefield, Burnley (phone 2262).
Most units and spares, passenger and commercial.
zzz-671

MORRIS-COMMERCIAL SERVICE PARTS.

MOST COMPREHENSIVE STOCKS IN THE LONDON
AREA.

STEWART AND ARDERN, LTD.

MORRIS-COMMERCIAL HOUSE,
DAY AND NIGHT SERVICE AND SPARES,
QUEENSBURY ROAD,
NORTH CIRCULAR ROAD,
WEMBLEY, MIDDLESEX.
Alperton 2121 (five lines).
AND AT
MORRIS HOUSE, THE VALE, ACTON, W.3.
Shepherd's Bush 3130.
MORRIS HOUSE, 200 BROMLEY ROAD, S.E.A.
Hither Green 4482.
MORRIS HOUSE, 543 HIGH ROAD, ILFORD.
Ilford 2225.
MORRIS HOUSE, HIGH ROAD, TOTTENHAM, N.1.
Stamford Hill 1234. zzz-819

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-800

OIL-ENGINED SPARES

USED UNITS, Whitefield, Burnley (phone 2262).
All makes oil-engine spares. zzz-670

CONVERSION engines and exchange units, all models.
£20,000-worth Perkins spares. Day and night serv-
ice sent anywhere U.K. Perkins diesel signhold-
ers, conversion specialists. Church Road Motors, Ltd.
Hadleigh, Essex. Phone 57271. 867-471

PERKINS

USED UNITS, Whitefield, Burnley (phone 2262).
All spares available. zzz-660

DISMANTLING R6, P6 and L4, C.V.S. Ltd., South-
man Lane, Morley, Leeds. Phone, Morley 1847.
zzz-941

HALLS (FINCHLEY), LTD., official signholders, have
the most comprehensive range of Perkins and Seldon
spares in London and the Home Counties. Phone, write
or call for orders to:-

HALLS (FINCHLEY), LTD.

ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines). zzz-873

P6 Heads, part-exchange service. (Your old cracked
scrap head accepted.) All valve seats built up and
precision ground to standard (not inserts), new guides
fitted, surface ground, pressure tested, guaranteed. Grately
reduced price against new.

ANGELL AND WILLIAMS (PECKHAM), LTD.
Sumner Rd., S.E.15. Rodney 3559. zzz-661

COACHES AND COMPONENTS, LTD.

469-473 HOLLOWAY ROAD, LONDON, N.7.
Archway 2647 (five lines).

AS official signholders we hold a full range of genuine
spares and exchange units. Conversion specialists.
zzz-781

WIGGS AND SONS, LTD., for Perkins sales, spares
and service. 179a Peckham Park Rd., S.E.15. New
Cross 1241. zzz-673

J. CHARLTON, commercial vehicles and spares.
Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.
SPARES for most types available.
zzz-801

Spare Parts and Supplies (contd.)

ROWE HILLMASTER

WIGGS AND SONS, LTD., for Rowe sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-629

SCAMMELL

USED UNITS, Whitefield, Burnley (phone 2262). Spares for 8- and 6-wheelers, also MH3 and H.M. zzz-661

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. SPARES for most types available. zzz-802

SEDDON

USED UNITS, Whitefield, Burnley (phone 2262). Most spares available. zzz-662

HALLS (FINCHLEY), LTD., Seddon distributors, have the most comprehensive range of Seddon and Perkins in London and the Home Counties. Phone, write or call for orders to—

HALLS (FINCHLEY), LTD.,
ARCADIA AVENUE,
FINCHLEY CENTRAL, LONDON, N.3.
Finchley 5908 (five lines).

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. SPARES for most types available. zzz-803

SENTINEL

USED UNITS, Whitefield, Burnley (phone 2262). Most spares available. zzz-663

WIGGS AND SONS, LTD., for Sentinel sales, spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-630

THORNYCROFT

USED UNITS, Whitefield, Burnley (phone 2262). Units and spares for Sturdy, and Trusty, etc. zzz-664

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. SPARES for most types available. zzz-804

VULCAN

USED UNITS, Whitefield, Burnley (phone 2262). Spares for 5VE, 6VF and 6PF models. zzz-665

WIGGS AND SONS, LTD., for Vulcan spares and service. 179a Peckham Park Rd., S.E.15. New Cross 1241. zzz-631

HIGH CROSS SERVICE GARAGE, LTD., for Vulcan and Perkins service. Exchange engines from stock. High Cross Rd., Tottenham, N.17. Phone, Tot 4317. 868-8626

UNCLASSIFIED

USED UNITS, Whitefield, Burnley (phone 2262). Engines, gearboxes, axles, springs, wheels, most makes. zzz-666

SPARES available for diesel- and petrol-engined vehicles. Also large quantities of spares for W.D. vehicles. C. Morgan and Sons, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-880

BURTS MOTORS have engines, axles, gearboxes and differentials for most ex-W.D. vehicles.

BURTS MOTORS have huge stocks of second-hand engines, gearboxes, rear axles and other parts of all makes of commercial vehicles, including Austin, Bedford, Chevrolet, Commer, Dodge, Ford, Guy, Morris, Studer, Baker, etc. Full range of accessories stocked. Competitive prices. 1-7 High St., Colliers Wood, S.W.19. Liberty 2661 and 4723. zzz-600

LAMMAS MOTORS.

COMMERCIAL motor specialists, have a large stock of spare parts of every description.

LAMMAS MOTORS (REGD.), of 63 Garratt Lane, S.W.18. Phone, Vandyke 3909, 2955. zzz-622

FLASHING indicators, Lucas manufacture, 6-, 12- and 18-volt, complete sets, heavy duty, comprising four lamps, switch, flasher unit, wiring and diagram, £3 carriage paid.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. zzz-643

SPARES available Dennis Max Injector pump, lift pump, starter, dynamo, wheel bearings, heads, shafts, etc. Also spares for Leyland Lynx, Commer Q2, Humphreys, Aberdovey 232. 867-x7444

GUY other spares and Perkins P6 spares. Below Hat, Feltham 382. zzz-132

DISMANTLING Austin Commercial, 1945-53 Bedfords 2- and 5-ton, P6 diesel, 1939-52, Bedford 7-ton, 1952-55, Commer Mk. IV, 25-cwt. van; Commer Q2, Q3, Q4; Leyland Lynx, Morris Oxford and J vans, 1952; Morris Commercial 2- and 5-ton, 1945-51; Ford F16, E17; Smax 6-wheelers, Vulcans, Seddon P6 diesels, Dennis Max and many others.

MEADWAY SPARENS, Bordesley Green Rd., Birmingham, 9, Victoria 4933. 867-70

Spare Parts and Supplies (contd.)

DISMANTLING E.R.F., 4-, 6- and 8-wheelers, Dennis Max, Seddon, Dodge, Thornycroft TR6, Fords and Austins. A. R. Lewis, 15 Farm St., Hockley, Birmingham. Northern 8933. Night phone, Harborne 869-8882

3-TON Scammell Scarab spares and spares for all commercial motors, Bedford S-type spares and cabs. T. and F. Motors, 2a Poles Park, Finsbury Park, N.4. Archway 4582. 867-348

SPARES for all commercials from Crossroads Commercial's, Ltd., Gildersome, near Leeds. Phone, Morley 4144-5-6. 867-305

DISMANTLING: A.E.C., Foden, E.R.F., Maudslayi, Dennis Max, Pax and Jubilate, Thornycroft NR6, TR6, Trident, Sturdy, Leyland, Albion, Seddon, Vulcan, and most other makes, very large stocks of commercial vehicles and spares. Tel us quote you.

RUSH GREEN MOTORS, Lansley, Hithin, Herts. Stevenage 174. 867-325

EX-W.D. SPARES

USED UNITS, Whitefield, Burnley (phone 2262). Most parts available. zzz-667

GENTLEMEN WORTH KNOWING CUNDEY AND STEWART, LTD.

DEALERS AND DISMANTLERS OF EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.
SPARES AND TYRES.

ALFRETON, DERBYSHIRE.

PHONE, LEABROOKS 477. 867-710

COMMERCIAL vehicles and spares for ex-W.D. Lawrence, Alfreton, Derbyshire. Phone 505. 868-8861

AXLES (FRONT AND REAR)

USED UNITS, Whitefield, Burnley (phone 2262). For axles of all makes and types. zzz-668

1,000 Axles, all makes and types. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. Phone, Morley 1847. zzz-947

REAR axles available for A.E.C., Matador, Austin 6 x 4, Austin K5, Bedford QL, Leyland Retriever, also B.M.C. differential units.

C. MORGAN AND SONS, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. zzz-881

J. CHARLTON, commercial vehicles and spares. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. AXLES for all makes and types in stock. zzz-805

BALL BEARINGS

BALL and roller bearings, all types and sizes. Largest stock, lowest prices. Same-day dispatch. Claude Rye Bearings, 895-921 Fulham Rd., London, S.W.6. Renewal 6174 (ext. 24). 867-442

BATTERIES (Accumulators)

HEAVY-DUTY first-class batteries, 6-volt 110-amp. £3 15s.; 75-amp., £3 5s.; carriage paid. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. zzz-721

TROLLEY-MOUNTED, new, heavy-duty wooden-cased slave batteries, ideally suited for use in large garages where slave batteries are required for starting lorries, etc., 170 amp. hours, 24-volt with 6- and 12-volt tappings, size 31 in. by 16 in. by 16 in.; make Dagenite; retail value £80 each, our price £22 10s. Special quotations for quantity.

R. E. TREM AND CO., LTD., Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 867-505

BODIES AND COACHWORK

CLEMENT BUTLER AND CROSS, LTD., for high-class commercial bodies, body reconstruction and repairs; expert work. Glenhurst Rd., Brentford. Isleworth 4511-4512. zzz-931

BODIBUILT, LTD., 166 Streeley Rd., Erdington, Birmingham. Specialists in alloy-wood composite bodywork; to or your requirements. Tipper and body repairs. Stockists for Pilot, Edbro, Telehoist gears and spares. zzz-611

GOOD-CLASS workmanship on all types of new bodies. Repairs and paintwork. Phone, Ley 1927. Laurie (Bodies), Ltd., London, E.11. 880-8607

NEW platform body 18 ft. by 7 ft. 6 in., with head-board, taken from 7-ton Bedford, £70 or near offer. Harris and Co. (Walthamstow), Ltd., 6-12 Eden Rd., E.17. Phone, Cop 4777, 4713. 869-888

REPLACEMENT tipping bodies, all makes steel or wood; production facilities increased to cater for demand. Phone your requirements to Welford Engineering Co., Ltd., Tipton 2721-2. 867-206

FOR sale. One aluminium container, 14-ft. long x 7-ft. 3-in. x 7-ft. 3-in.; one ditto 12-ft. long; one aluminium body 18-ft. long, two ditto 14-ft. long, all reasonably priced. Contact Manager, Scunthorpe Salvage Co., High St. East, Scunthorpe, Lincs. Phone 5269. 869-x7749

Spare Parts and Supplies (contd.)

NEW timber tipping body, steel lined, steel sub-frame, made to fit short-wheelbase 503 B.M.C., £85. Phone, Badsey 310. 867-x7752

NEW insulated container, 16 ft. long, 7 ft. wide, complete with hanging rails and slings, or complete on Scammell semi-trailer, Ballard Transport, 16a Crown Rd., Twickenham, Popesgrove 9901. 867-413

Bodies Wanted

STEEL fixed or drop-side tipper body required, 13 ft. 6 in. long, suitable for 7-ton forward-control Bedford; also 14-ft. wooden drop-side body, suitable for Austin Loadstar, Cotswold Haulage, East St., Farnham, Surrey. Phone, Farnham 4049, day or night. 867-526

BRAKE LININGS

BRAKE linings, 15 in. by 4 in. by 4 in., 5s. per piece; 13½ in. by 2½ in. by 4 in., 3s. per piece. L. W. Vass, Ltd., Amphil, Bedford. zzz-920

BREAKDOWN SERVICE

LONDON Heavy recovery and breakdown organization. Late night service. Phone or call. The Nightingale Engineering Co., Ltd., Atkinson Distributors, Balham, S.W.12. Battersea 2193. zzz-738

POTTERIES, Shortland Motors, Ltd., commercial vehicle specialists, Dodge distributors, Perkins diesel signholders. Heavy breakdown service. Phone, Longton 3361-2. Night, Blyth Bridge 3298. zzz-702

DAY and night, heavy and heavy breakdown service. D.A.E.C. authorized dealers and repairers and spare parts stockists. zzz-709

ALMA GARAGES (BRISTOL), LTD.

103 VICTORIA STREET,
BRISTOL, 1.
Phone 27063-2-4669. 867-2

24-HOUR recovery service, two heavy salvage vehicles available. Coventry area. Station Garage, Coventry. Phone, day 88357 and night, 87629. zzz-709

SOUTH MIDLANDS, The London Road Garage heavy breakdown service. Phone, Stony Stratford 214. 711-8703

LONDON and Herts heavy breakdown ambulances and salvage equipment service. Denver Motors, Ltd., Leytonstone, Maryland 3381, Much Hadham 298. zzz-765

SURREY, Hants. Very heavy recovery equipment and mobile cranes for hire; 24-hour service.

D. H. MORGAN (ENGINEERS), Wrecclesham. Phone, zzz-846

PRAILS (HEREFORD), LTD., Hereford. Heavy breakdown ambulances available. Experts in the careful handling of coaches. Phone, Hereford 4212 (six lines). zzz-845

MIDLANDS 24-hour extra-heavy breakdown service. Scammell 6-wheel drive, with accessories.

SCOTTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham. Dee Park 221. 867-165

CAB HEATERS

CAB heaters. We have kits to fit most vehicles at £11. We fit them too, for a nominal charge.

L. T. DELANEY AND SONS, LTD., Vulcan Works, Edgware Rd., N.W.2. Phone, Gladstone 2201. zzz-737

CHAMOIS LEATHER

GUARANTEED hard-wearing chamois leathers, approximately 24 in. by 17 in., only 8s. 9d. (minimum order six); one kip (30), less 5%. County Chamois Co., Ltd., John Street Leather Works, Glascoate, Tamworth, Staffs. zzz-953

CHASSIS AND CABS

USED UNITS, Whitefield, Burnley (phone 2262). Goods chassis and cabs available. zzz-669

REBUILT cabs to fit Leyland, Bedford, Atkinson, E.R.F., etc.

R. LITTLE, Gillibrant St., Walton-le-Dale, Preston. Lancs. Phone, Preston 56772. zzz-734

COACH FURNISHINGS

COACH seating.

FOR all types of vehicles, new tubular or coachbuilt upholstery for coaches and buses; coach interiors retrimmed throughout.

NEW season's moquettes and vinyls.

OUR representative will call and give estimate without obligation.

TRANSPORT SEATING, LTD., 60 Penn St., Birmingham. 4. Victoria 5901-2-3 or Aston Cross 5989. zzz-739

Spare Parts and Supplies (contd.)

COACH HEADRESTS

TAILOR-MADE linen and plastic coach seat headrests. Individual letters and monograms to your exact requirements. Write for patterns and prices to Sydney W. Widdowson, Ltd., Station Rd., Beeston, Nottingham. Phone, Beeston 25 6118. zzz-888

CRANES AND WINCHES

600 GROUP fully traversing crane on Ford 4 x 4 chassis, £150. Desborough Park Autos, 474 Cawley Rd., Oxford. Phone 78361.

JONES Super 20 2-ton diesel mobile crane. T. E. Cunliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 0832. 867-170

F.W.D. with winch and jib. Thornycroft, Gardner drive, both suitable heavy recovery. Maurice Weeks, East Hartree. West Hartree 287. 867-x7610

3-TON Coles self-propelled yard crane, very good condition, ideal for working in small confined area, price £485 ex works.

R. E. TREM AND CO., LTD. Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 867-510

CRANES. New portable garage crane, 35-cwt. capacity, adjustable jib, made by Gibbons, Birmingham, jib heights 8 ft. 6 in. to 10 ft. 6 in. Manufacturer's price £110, our special price £40 each. Reduction for quantities.

R. E. TREM AND CO., LTD. Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 867-508

5-TON Coles Mark VII crane on A.E.C. 6 x 6 chassis, 7.7 engine, generator powered by Ford 4D engine.

J. W. RATCLIFFE AND SONS, Low Bank Road, Garage, Ashton-in-Makerfield, Lancs. Phone 7497, 7813. 867-489

CYLINDER BORING AND CRANKSHAFT GRINDING

EDWARDS AND STAFF, LTD. Reborers, re-sleeving, E Cromard liners, crankshaft grinding, bearings, line boring, metal spraying, valve inserts, brake drum machining, prompt service, first-class work at competitive prices. Offices and stores: 110 Northfield Avenue, Ealing, W.13. Works: Drayton Court Works, Gordon Rd., W.13. Phone, Ealing 8823-4. zzz-762

DIESEL CYLINDER HEADS

J. CHARLTON, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. WE carry cylinder heads for all makes of engine, second-hand and reconditioned. zzz-806

DIESEL FUEL PUMPS AND INJECTORS

USED UNITS. Whitefield, Burnley (phone 2262). Most makes and types available. zzz-670

J. CHARLTON, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. MOST makes in stock. zzz-807

DIFFERENTIALS

USED UNITS. Whitefield, Burnley (phone 2262). Most makes and models available. zzz-671

EXCHANGE. Atkinson, E.R.F., Maudslay, Foden, A.E.C., etc. £45. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 867-420

DYNAMOS, STARTERS AND GENERATORS

USED UNITS. Whitefield, Burnley (phone 2262). Dynamos, starters, most types, petrol and oil. zzz-672

J. CHARLTON, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. DYNAMOS and starters for most makes of commercial vehicles, petrol and diesel. zzz-809

ONE Berger starter, hydraulic—Type B50 G38, suitable for Leyland auto diesel (600 engine). George Read (Transport), Ltd., Mitcheldean, Glos. Phone, Daybrook 236-7. 867-113

ENGINES (Oil and Petrol)

USED UNITS. Whitefield, Burnley (phone 2262). Replacement and/or engine conversions. zzz-673

V8 Ford 30 h.p. reconditioned, bench tested, c.w. clutch, all accessories, 6 volts (less exhaust manifolds), £35. Bare, £40. Cheque with order, please Canvey and Stewart, Ltd., Alfreton, Derbs. 222-961

800 Engines, petrol and diesel. C.V.S., Ltd., Scotchman Lane, Morley, Yorks. Phone, 1847. zzz-949

RECONDITIONED Gardner engines for exchange or outright sale, rebuilt with genuine parts, dynamometer tested and guaranteed. Bristol Motor Co., Ltd., Ashton Gate, Bristol, 3. Phone, Bristol 64013. zzz-724

J. CHARLTON, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671. ALL types of engines—and conversions in stock. zzz-810

660

Spare Parts and Supplies (contd.)

SIX 5-cylinder Gardner diesel engines, just taken out of buses, will accept reasonable price. Dobsons, Ivy House, Kendal. Phone, Sedgwick 238. 867-8865

15 Leyland PSI 7.4-litre oil engines, complete with clutch, available as removed from chassis. Quite a number of these can be heard and tested in chassis prior to their removal.

CHARLES COPPOCK, LTD. engines and spares, Elm Grove, Cross St., Sale. Phone, Sale 5633. 867-36

GARDNER service exchange engines to manufacturer's standards, carrying six months' guarantee. **4LW.** £254; **5LW** £279; **6LW** £297; **4LK** £273. TRADE and fleet discount upon application.

DELIVERY anywhere in Great Britain or fitted day, night or week-ends to customer's convenience.

TILSEY AND LOVATT, LTD.

STOKE-ON-TRENT.

Phone—Stoke-on-Trent 48977 and 48954. Day and night. zzz-644

3 6LW Gardner engines.

1 5LW Gardner engine

1 4LW Gardner engine.

TIGER COACHES, Dewshill Garage, Salsburgh. Phone, Salsburgh 242. 867-46

PARRS OF LEICESTER.

GARDNER OFFICIAL SERVICE AGENTS.

SPARE STOCKISTS.

RECONDITIONED AND BENCH-TESTED SERVICE EXCHANGE ENGINES.

EXCHANGE HEADS, PUMPS, SPRAYERS.

CRANK GRINDING, SLEEVEING, WELDING.

ABBEY LANE, LEICESTER.

PHONE 61511. 867-973

SAURER 6-cylinder diesel engine assembly, very small mileage, now fitted in Morris 5-ton truck, any trial, £75.

PERKINS P6, good engine with Bedford conversion, complete all parts, £100.

LEYLAND Retriever, petrol, fully reconditioned, £45.

MORRIS-COMMERCIAL 6-cylinder Leader, fully reconditioned, £30.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 867-66

FOR outright sale: New reconditioned engines, complete with starter, dynamo, carburettor, clutch, distributor, etc., and packed in non-returnable wooden cases. **BEDFORD** 28 h.p., £45.

BEDFORD 28 h.p. QL, £42 10s.

AUSTIN 3½-litre engine, £40.

MORRIS-COMMERCIAL 6-cylinder 25 h.p. SV, £27 10s.

HUMBER-COMMER 27 h.p., stock soiled, £25.

KARRIER Bantam, £40.

J. T. LEAVESLEY, LTD., Alrewas, Staffs. Phone, 867-214

PERKINS P6 engine, £75. Sands, 40 Curiale Lane, London, S.E.1. Waterloo 4781. 867-109

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,

STRATFORD-ON-AVON.

Phone 3222-3-4 and 2136. Grams, "Quicksale."

TEN 9.6 A.E.C. engines, very good condition.

QUANTITY A.E.C. 7.7 diesel engines with cast-iron crankcases and gearboxes, suitable for Matador and other A.E.C. chassis.

FURTHER PARTICULARS AND PRICES ON APPLICATION. 867-194

500 Diesel engines available including marine.

W. NORTH, Pontefract Rd., Leeds, 10. Phone 76809, 867-259

TWO Thames 4D diesel engines, complete with gearboxes, in very good condition, £125 each.

NORTH, Pontefract Rd., Stourton, Leeds, 10. Phone 76809. 867-258

GARDNER 6LW and 5LW engines, complete and fully reconditioned, £320 and £250; exchange price, Church Road Motors, Ltd., Engine Reconditioning Specialists, Hadleigh, Essex. Phone 57271. 867-475

10 5-cylinder Gardner engines with 4-speed gearboxes at £90; 6-cylinder Gardner engines with David Brown 5-speed 065 gearbox at £140; 4-cylinder Albion Chieftain engine and 5-speed gearbox, £110.

BAYLISS, Timberham Works, Lowfield Heath, Cratley, Surrey, Horley 4536. 867-518

Spare Parts and Supplies (contd.)

LEYLAND PSI engine, gearboxes, rear axles, all items, A.E.C. 9.6 engines (two). Percy D. Sleeman, Ltd., 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081. 867-63

5LW Dennis Max conversion, £75. Ford 4D, 4110.

LANGLEY MILL COMMERCIAL VEHICLES, LTD. Langley Mill 2623, Notts. 867-421

Engines Wanted

ENGINES. Wanted, Lister diesel engines. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. zzz-949

URGENTLY required, 6LW Gardner diesel engine, with or without gearboxes. State price and condition. Write, 502 High Rd., Leytonstone, London, E.11. 867-41

GARDNER 6LW engines complete with gearboxes.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 867-521

SPARE parts for A.E.C. 8.8 and 9.6 diesel engines.

R. E. TREM AND CO., LTD. Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 867-507

WANTED. A.E.C. 7.7, 8.8 and A197, A198, 9.6 and Gardner 6LW diesel engines.

R. E. TREM AND CO., LTD. Bawtry Rd., Finsingley, near Doncaster. Phone, Finsingley 203-4. 867-503

6LW Gardner diesel engines, wanted. Write stating price, etc., to 502 High Rd., Leytonstone, London, E.11. 867-438

ENGINE RECONDITIONING

JOHNSON-ROBERTS, LTD. Specialists in crankshaft reconditioning, cylinder boring, sleeveing and valve-inserter connecting-rods rematched and machined, main bearings line bored, surface grinding, metal spraying; exchange Bedford 28 h.p. short motors a specialty; also complete engines of some popular types. Stocks of Hepolite pistons, liners, Cord and Durallex rings, Glaser bearings and Vandervell bearings, valve guides, small-end bushes, etc., rebored and trade discounts allowed. Exchange service of around crankshafts with bearings. Write or phone London's oldest-established concern, Johnson-Roberts, Ltd., 12 Pembroke Rd., Hornsey, N.13. Phone, Mountview 0111-4. zzz-612

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD. Diesel- and petrol-engined reconditioned service conversion from petrol to diesel for all types of heavy vehicles; fuel injector pumps reconditioned & recalibrated; exchange injector service. Collection and delivery London, Herts and Essex. Phone, Waltham Cross 2275-6-7. zzz-589

GARAGE EQUIPMENT

NEW 12-ton ratchet jacks with toe lift, £12 each carriage paid. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. zzz-610

GEARBOXES

USED UNITS. Whitefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. zzz-674

600 Gearboxes for most makes. C.V.S., Ltd., Scotchman Lane, Morley, Leeds. Phone, Morley 1847. zzz-946

J. CHARLTON, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.

ALBION, A.E.C., Leyland, Dennis, Maudslay, David Brown, Atkinson, E.R.F., Moss 4- and 5-speed main and auxiliary boxes always in stock. zzz-618

1958 David Brown 557 and 5-speed boxes to fit A.E.C., E.R.F., Atkinson and Foden; also Model 4, 5 and 6 and 045 in bins. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts. 867-419

INSULATED CONTAINERS—WANTED

INSULATED containers required, 4-in. insulation, 20-22 ft. long. Box CM675, care of "The Commercial Motor." 869-8886

LIFT-OFF CONTAINERS

ANY size of lift-off container built to order.

RICE ENGINEERING CO., LTD. 27 Coldharbour Lane, S.E.5. Brixton 2233. zzz-614

LORRY ROPES

EX-GOVERNMENT 90-ft. coils, 1½-in. circumference, 160s. 9d. delivered; 160s. doz. Ruralcrafts, Woodley, Reading. 867-760

MACHINERY, TOOLS AND PLANT

MOBILE work benches as supplied Air Ministry. M.J. Campbell Park, Childwall Valley Rd., Liverpool. zzz-712

MUDGUARDS

USED UNITS. Whitefield, Burnley (phone 2262). Steel mudguards, most sizes, single and twin, also tandems. zzz-675

NEW heavy-gauge rear mudguards, 32 by 6, 34 by 7, 36 by 8, 40 by 8 single or twin, latest pattern; immediate delivery. Woodfield and Turner, Ltd., Naim St., Burnley. Phone 3065. zzz-777

Spare Parts and Supplies

PETROL

PUMPS for diesel, petrol, gas, etc. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. zzz-610

APEX dyes, etc. W. J. P. Jones, 36-38 New Broad St., London, E.C.4. 867-41

USED UNITS. Whitefield, Burnley (phone 2262). Most makes and types available. zzz-670

NEW radiators, etc. W. J. P. Jones, 36-38 New Broad St., London, E.C.4. 867-41

J. CHARLTON, commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.

RECONDITIONED engines, etc. W. J. P. Jones, 36-38 New Broad St., London, E.C.4. 867-41

CARLTON FOR commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.

SECOND-HAND commercial vehicles and spares. J. Hypathia St., Bury Rd., Bolton. Phone, Bolton 9671.

ROAD tanks, etc. W. J. P. Jones, 36-38 New Broad St., London, E.C.4. 867-41

1,000 Reconditioned engines, etc. W. J. P. Jones, 36-38 New Broad St., London, E.C.4. 867-41

FRED WATKIN 2271, Glos. zzz-610

1 X 1,500-gallon compartments. zzz-610

SURPLUS stock of overhead storage tanks, also reconditioned. zzz-610

SHERWOOD'S Eccles, Lancs. zzz-610

1,800 GALLONS of petrol. zzz-610

ALL types of road tanks, etc. W. J. P. Jones, 36-38 New Broad St., London, E.C.4. 867-41

H. F. A. DOLN on-Sale. Phone, Bolton 9671.

RO zzz-610

SHUTTERS in delivery, Taylor. zzz-610

DELANEY GA firmly in the instant-release bus Council, Models. zzz-610

L. T. DELANEY Edgware Rd. zzz-610

TRIPLEX "fitted" Co., Shoreham. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

TRIPLEX supplied Neasdale, Lancs. zzz-610

er asked, all poss.
D. Strenson, 11,
alling 7987, Aln.
867-431.

75, Ford 4D, 411A
867-431.

VEHICLES, LTD.
867-431.

ines. C.V.S., Ltd.
222-954.

iner diesel engines,
price and quality.
London, E.11.
867-431.

with gearboxes.
Ford, Ampthill 3255,
867-431.

diesel engines.
Bury Rd., Finsbury,
Ampley 203-4, 867-507.

197, A198, 9/4 and
Bury Rd., Finsbury,
Ampley 203-4, 867-507.

nted. Write stating
Rd., Leytonstone,
867-431.

IONING
ialists in crankshaft
ing and valve-mechan-
ing, metal grinding,
ers a speciality; also
types. Stocks of
rallies, rings, Glaser
ve guides, small-end
parts with bearings.
Established concern.
Rd., Horsa, N.E.
222-412.

ALTHAM ABBEY).
gained recon-
diesel for all types of
reconditioned or
ce. Collection and
one. Waltham Cross,
222-466.

MENT
oe lift, £12 each
Ampthill, Bedford.
222-431.

enley (phone 2262).
or most makes.
222-474.

C.V.S., Ltd., Scotch-
Phone, Morley 1847.
222-946.

hicles and gears.
Phone, Bolton 9671.
s, Maudslay, David
4- and 5-speed main
222-410.

-speed boxes to fit
and Foden; also
bits. Langley Mill
Mill 2623, Notts.
867-419.

RS—WANTED
l, 4-in. insulation,
of "The Commercial
869-588.

INERS
to order,
D., 27 Coldharbour
222-414.

ES
11-in. circumference.
Ruralcrafts, Woodley,
867-706.

AND PLANT
plied Air Ministry
Ampley Rd., Liverpool.
222-712.

OS
enley (phone 2262).
ngle and twins, 222-473.

32 by 6, 34 by 7,
twin, latest pattern.
Turner, Ltd., Nairn
222-777.

Spare Parts and Supplies (contd.)

PETROL AND OIL PUMPS

PUMPS for diesel oil, 700 g.p.h., 3,500 r.p.m., 1-in. good condition, £6 delivered. Lowton Metals, Ltd., Lowton, near Warrington. 222-910

PETROL DYE

APEX dyes eliminate pilfering, safe, certain and inexpensive. Write with confidence to Apex Chemicals, 36-38 New Broad St., London, E.C.2. 222-846

RADIATORS

USED UNITS. Whittlefield, Burnley (phone 2262). Serviceable used radiators, suitable most makes of commercial vehicles. 222-676

NEW radiators in stock: Leyland, A.E.C., Foden, Austin, Bedford, etc. Martindale, Chorley. Phone 3584. 222-682

J. CHARLTON, commercial vehicles and spares, Hypatia St., Bury Rd., Bolton. Phone, Bolton 9671. 222-812

RECONDITIONED and service used radiators for all makes of commercial vehicles. 222-812

REPAIRERS

CARLTON FORGE for service. Specialists in resetting, retensioning and strengthening springs; 2-day service. Edgware Rd., Cricklewood, N.W.2. Gladstone 2242-3-4. 222-783

ROAD SPRINGS

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8967 (three lines), 8902 (two lines). Manufacturers and repairers of laminated road springs for passenger, heavy transport and private vehicles. 889-8805

MANUFACTURERS and repairers of laminated springs, specialists in heavy-duty and helper springs; speedy repair service. Metropolitan Springs, Ltd., 19 Sicker Rd., W.10. Ladbroke 4503. 222-610

HELPER springs and new heavy-duty main lorry springs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. Reliance 2512. 222-901

SECOND-HAND springs for most models. C.V.S., Ltd., Scotchman Lane, Morley, Yorks. Phone 1847. 222-951

ROAD AND STORAGE TANKS

45 Fuel tanks, 40-gallon, aluminium, weight 25 lb., new 1 ft. 7 in. diameter by 3 ft. 10 in. long, £6 each, carriage extra. Lowton Metals, Ltd., Sandy Lane, Lowton Saint Mary's, Leigh (Lancs) 1444-5. 222-610

1,000 Reconditioned tanks, petrol, oil, water. List on request. FRED WATKINS (ENGINEERING), LTD., Coleford 2271, Glos. 870-8770

1 X 1,500-gallon road tank, A.P.V. aluminium, compartments: 3 x 500, £150. 222-474

SURPLUS stock of (pressure-tested) underground and overhead storage tanks, 1 x 3 plate, from 300 to 10,000 gallons; also reconditioned petrol pumps and flow meters available. 222-410

FISHERWOOD'S PETROL CO., LTD., Wellington Rd., Eccles, Lancs. Phone, Eccles 5363. 867-304

1,800-GALLON road tank, four compartments, £160. Phone, Badsey 310. 867-xb7752

ALL types of road storage tanks for disposal, 500 gal., 1,000, 1,500, 3,000 and 3,500 gal.; list on application. 867-495

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 867-495

ROLLER SHUTTERS

SHUTTERS in wood, steel or aluminium, rapid delivery. Taylor's Shutters, Syston, Leicester. 222-727

SAFETY BELTS

DELANEY GALLAY safety belts hold your drivers firmly in their seats and the seats to the floor. Instant-release buckles, approved by the British Safety Council. Models to fit all types of seat from £2 2s. 222-738

L. T. DELANEY AND SONS, LTD., Vulcan Works, Edgware Rd., N.W.2. Phone, Gladstone 2201. 222-738

SAFETY GLASS

TRIPLEX "fitted while you wait." British Steel Frame Co., Shoreditch 3272-4. See Windscreens. 222-604

TRIPLEX supplied and fitted while you wait, 409 Neasden Lane, N.W.10, Dollis Hill 7222. Colmore Rd., S.E.15, New Cross 3856. Rear of 7 Savoy Parade, Ealing 3170. Guildford Place, High St., Taunton 2093. D. W. Price and Sons, Ltd. 222-679

SPEEDOMETER AND MILEAGE RECORDERS

SPEEDOMETER SUPPLY CO., LTD. Repairs by return, 34 Shelton St., London, W.C.2. (Established 1912). Covent Garden 2666-7. 222-988

AUTO TEMPO METER CO. Repairs and rebuild exchange speedometers, all types of flexible drives stocked. 140-25 King's Cross Rd., London, W.C.1. Telmarus 0633-4. 222-768

Spare Parts and Supplies (contd.)

SEATS

CAR seat specials available to order.

CAR seat rebuilds; fully reclining or seating and sleeping positions only.

VAN fold into floor rear seats. No purchase tax obligations for Austin A.35, Commer Cob Series (1); Commer 8-cwt. express, Standard 6-cwt.

VAN floor top rear seats; Austin A.55, Bedford 12-15-cwt.; Thames 5-7-cwt.; Morris 5- and 10-cwt., etc.

CAB bench seats; Austin A.55, Bedford 12-15-cwt.; Commer Cob Series (1), Commer 8-cwt.; Thames 5-7-cwt.; Morris 10-cwt.

CAB single seats; B.M.C., Thames, Rootes range.

RESTALL BROS., LTD., 31-33 Floodgate St., Birmingham 5. Phone, Vic 1693, 4440. 222-950

SHOCK ABSORBERS

SORBER ACCESSORIES, LTD., specialists in commercial units, reconditioned or supplied. 16a Osten Mews, S.W.7. Fremantle 9323. 222-638

SPEED RECORDERS

RECORDING speedometers completely checked vehicle performance and we shall be glad to send details of the range of models we can supply. Easily fitted and will show big savings in fuel, tyres, maintenance, accident costs, etc. Speedograph, Ltd., Watlington Rd., Cowley, Oxford. Phone, Oxford 78116-7. 222-0902

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953

Published in association with "The Commercial Motor"

Crown 8vo Paper Covers

From Booksellers 1s. 6d. net or direct from the Publishers (postage 2d. extra)

TEMPLE PRESS LIMITED
Bowling Green Lane, London, E.C1

TIME RECORDERS

SERVIS recorders register automatically the exact running and standing times of vehicles.

EVERY minute of every journey is accounted for clearly on a simple tamper-proof chart.

REDUCTION of running costs follows inevitably when you know the journey facts.

VEHICLES can then be scheduled for journeys and maintenance with maximum efficiency.

IT is a good idea to write for descriptive literature to:—

SERVIS RECORDERS, LTD., 19 London Rd., Gloucester. Phone, Gloucester 24125. 222-623

TIPPING GEARS

EDBRO B AND E TIPPERS, LTD.

BRITAIN'S largest manufacturers of tipping gears and heavy dumper equipment, end- or 3-way tipping gears and bodies in timber or steel, also conversions; hydraulics for farm equipment, etc. Head office and works: Quebec St., Bolton. Phone, Bolton 5210; London Depot: 258-264 Goldhawk Rd., W.12. Phone, Shepherd's Bush 1045 and 7833. 222-905

PILOT tipping gear spares. Full range of parts always in stock at:—

D.B.S. COACHWORKS, LTD., 24a St. Marks Rd., North Kensington, London, W.10. Phone, Ladbroke 6493, 1768. 222-714

100 Second-hand tipping gears in stock. C.V.S., Ltd., Scotchman Lane, Morley, Yorks. Phone 1847. 222-950

SPENBROUGH tippers, power hydraulic, handcrew and/or 3-way. We manufacture the most comprehensive range; specialists in wood or steel bodies; we can convert your truck into a tipper. Full particulars from Spenborough Eng. Co., Ltd., Heckmondwike, Yorks, or from Messrs. B.B. Sales, Ltd., 88 Clapham Rd., London, S.W.9. 222-900

PILOT WORKS, LTD. Hydraulic tipping gears, 3-18 tons. Specialists in alloy, steel and wooden bodies. Manchester Rd., Bolton. Phone 5545-6-7. London office: 3 Southampton Place, W.C.1. Phone, Chancery 5130. 867-897

WELFORD ENGINEERING CO., LTD. Phone, Tipton 2721-2.

REGRET all stocks sold. Large consignments arriving each week for Fordson 132-in. wheelbase and 160-in. wheelbase, B.M.C. 160-in. wheelbase and 120-in. wheelbase, Bedford and Dodge. Trade inquiries invited. 867-205

Spare Parts and Supplies (contd.)

TYRES AND TUBES

STUCK tyres and tubeless leakers completely avoided by fitting with Trycprim (reg.) anti-adhesive. For covers frozen to untreated rims apply Coaxite (reg.) penetrant-lubricant. Guaranteed harmless to rubber! From all main factors.

BARGAINS IN SECOND-HAND TYRES.

SOUND PART-USED TYRES AND TUBES.

WE INVITE YOU TO INSPECT.
CYRIL FOGELMAN, LTD.,

74a BOW ROAD, E.3.

(TOMLINS GROVE).

Phone, ADVANCE 4151.

869-8857

CLAPTON TYRE SERVICE, sound part-used tyres, 32 x 6, T.T., 65s.; 32 x 6 H.D., 80s.; 750 x 20, 8.25 x 20, 100s.; 36 x 8, 9.00 x 20, 115s.; 10.50 x 20, 135s. Money refunded if tyres not approved. Send cash with order. 106a Crickfield Rd., Clapton, London, E.5. Phone, Amh 7073. 222-875

36 X 8, 12-ply, £23; 7.50 x 20 Cross Country or civilian tread, 8-ply, £12; 10.50 x 20 remoulds, £11; 7.00 x 16 remoulds, £5. All carriage paid.

L. W. VASS, LTD., Ampthill, Bedford. Ampthill 3255. 867-771

H. MATTHEWS, LTD., 89-97 Stockwell Rd., S.W.9. Phone, Brixton 2026. (Established 55 years.)

THE tyre specialists offer among many others the following bargains. Brand-new unused, 14.00 x 20 remoulds, £20 each; 12.00 x 20 remoulds, as above, £12 10s. each; 10.15 x 20 remoulds, £10 each; tubes £1 10s. each. Write, phone or call with your requirements. 867-771

500 Tyres must be sold, complete with 10-hole stud wheels and tubes, size 36 x 8; 9.00 x 20; 10.00 x 20 and 40 x 8. Price £3 each, complete. Viewed only by appointment. Frating Works, Frating, nr. Colchester, Essex. Phone, Great Bentley 230. 867-73

Tyres and Tubes Wanted

WANTED, tyres of all types and sizes, spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9. Brixton 2026. 222-930

WELDING

BARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankshafts, broken crankshafts and all other motor and diesel parts perfectly repaired by Barimar. Speedy delivery and low costs. Barimar House, 22-24 Peterborough Rd., Fulham, London, S.W.6. Renown 2147-8. Night calls. Renown 2148. Grams, Barigumar, Walsgrove, London Branches at Birmingham, Newcastle-on-Tyne and Glasgow also operating at full blast. 222-750

ANGELL AND WILLIAMS (PECKHAM), LTD., the specialists in welding, repairs to defective crankcase blocks, heads, gearboxes, etc.

TRAFALGAR BRIDGE WORKS, Sumner Rd., London, S.E.15. Rodney 3559. 867-602

WHEELS

BEDFORD, Commer, A.E.C., Ford and most others, also wide-base conversion sets, 20,000 in stock.

TURNER AND KNIGHT, Southfield Paddock, Stoke, Lanc. Ealing, W.5. Ealing 4298. 222-728

LARKIN FORGE, LTD., Spring Works, Springfield Rd., Chesham, Bucks. Phone, Chesham 8967 (three lines), 8902 (two lines). Undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish. 889-8806

USED UNITS. Whittlefield, Burnley (phone 2262). All makes and types in stock. 222-678

J. CHARLTON, commercial vehicles and spares, Hypatia St., Bury Rd., Bolton. Phone, Bolton 9671. 222-812

2,000 Wheels in stock of all types and sizes, English and American. 222-673

WHEELBASE EXTENSIONS

BAICO wheelbase extensions to all popular makes of commercial vehicles including Austin, Bedford, Commer, Dodge, Ford, Guy, Morris etc. Baico Patents Ltd., 327-9 High Rd., Chiswick, London, W.4. Chiswick 2286-7. 222-930

CHASSIS DEVELOPMENTS, LTD., Skimpot Industrial Estate, Luton 52371, for Bedford wheelbase extensions and York third axle conversions. 879-8878

WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. 222-111

WINDSCREEN assemblies, half-drops, sliding windows and glazing service. British Steel Frame Co., Ltd., 205 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5. 222-603

MISCELLANEOUS ADVERTISEMENTS

ACCOMMODATION

HYDRO HOTEL, Sea Front, Paignton. The most popular coaching hotel in the West Country. 100 bedrooms, all modern amenities. Fully licensed. Offers accommodation for week-ends, Friday to Monday, throughout 1960. Also facilities for luncheon, two restaurants available. Write for details and illustrated brochure to Mr. Philip Pugh, M.H.C.I. 867-444

AUCTIONS

GODDARD, DAVISON AND SMITH, L.TD.

THE AUCTION HALLS,
PUTNEY BRIDGE APPROACH, S.W.6.
Renown 6101-3.

**SALES EVERY MONDAY
OF
COMMERCIAL VEHICLES**

OF ALL DESCRIPTIONS.
ENTRIES ACCEPTED EVERY WEDNESDAY.
867-870

**BUSINESSES, PREMISES, OFFICES,
ETC.**

MIDWAY Scunthorpe and the new Yorkshire motorway, private limited company (allied building and foundry industries) with small fleet Leyland Comet lorries (including two special "A" contract licences), new warehouse (5,680 sq. ft. covered), and two houses on three acres. Box CM671, care of "The Commercial Motor." 867-26

WEST Midlands area. Eight special purpose vehicles and trailers with 80 tons special A licences; goodwill excluding premises; reasonable for quick sale. Box CM673, care of "The Commercial Motor." 867-8887

FOR sale, coach hiring business, very good contracts, reasonable offer will be accepted for quick sale. Box CM672, care of "The Commercial Motor." 867-8888

OLD-ESTABLISHED motor coach business for sale (in part), three coaches, licence E and T, operating from Kettering, Northants, genuine reason for sale. Further particulars write Buckley's Coaches, 27 High St., Rothwell, Northants. 867-x7741

LIMITED company, West Ridings, Yorks, with new L Thames Trader, 7-ton long-wheelbase lorry and Albion T13 flat, with A licences expire 1964, available immediately. Full particulars on request.

WILDE AND BENNETT, L.TD.

HADFIELD, MANCHESTER.
PHONE, GLOSSOP 2902-3.
AFTER HOURS 2356. 867-245

EXETER: Warehouse-garage-distribution depot and offices together with attractive 3-bedroomed house, the whole in excellent order. £4,750. Leslie Fulford and Son, Estate Agents, 5 Goldsmith St., Exeter. Phone 73044-5. 868-8894

MOTOR Coach business for sale, express services, 12 coaches, large modern brick garage, equipment, two pumps, compressor, tools, etc., large store house, plenty of room to extend. Established 45 years, off Birmingham main road, reason for sale age and illness. Apply, Foley Laginton, Harman House, Harman Rd., Sutton Coldfield. 867-x7764

12 Tons open A licence, 11 tons B licence. West Midlands, good normal user, Great Britain.

MATADOR 25-ft. platform and three Crane timber trailers with West Midlands Open A, good normal user, Great Britain.

BIRMINGHAM COMMERCIAL MOTORS.

L.TD.

560 COVENTRY ROAD,
BIRMINGHAM, 10.
Phone, Victoria 0437. 867-388

SMALL haulage business Western area, two A, three B and three A contract licences, house and yard with workshop. Box CM6710, care of "The Commercial Motor." 867-x7765

REGISTERED company with four Metropolitan General A licences, totalling 13 tons, together with large garage and eight-roomed house, frehold. Box CM6713, care of "The Commercial Motor." 867-x7699

SMALL commercial diesel vehicle engineers in South-west of England, large modern freehold site on main road, popular makes of vehicle sales and repairs, body-builders, etc., growing concern with excellent potentialities, requires active director with capital. Write Box CM6714, care of "The Commercial Motor." 869-x7697

Businesses, Premises, Offices, etc., Wanted

HAULAGE business, about 12 tons open A licence, required for own use, Metropolitan or West Midlands area. Box CM6411, care of "The Commercial Motor." 867-8821

Miscellaneous Advertisements (contd.)

WANTED: Haulage businesses with special A licences, ordinary A licences and B licences in any part of the country, or alternatively we are prepared to sell your business for a commission, we have numerous clients on our books.

WILDE AND BENNETT, L.TD.

HADFIELD, MANCHESTER.
PHONE, GLOSSOP 2902-3.
AFTER HOURS 2356. 867-243

TRANSPORT company wanted, Metropolitan Area. General goods. Up to eight vehicles A or wide range B licences. Required for own use, not for resale. Apply Box CM5915, care of "The Commercial Motor." 867-449

CONTRACTS FOR HIRE AND WANTED

WANTED: 100, 4-6-8-wheeler calibrated tippers, long contract, diesel arranged, fortnightly payments, B licences supplied. Phone, Newport, Mon. 71618 or write: Terence (A.) Johnsey, Ltd., 2 Walhall St., Newport, Mon. 868-8855

CONVERSIONS

HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, L.TD.

SOUTHAMPTON 28331 (EIGHT LINES). 867-955

**CONVERT YOUR VEHICLES
TO
FORD 4D AND 6D POWER.**

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES. MEANING:

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable

Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.

WILMSLOW ROAD, CHEADLE, CHESHIRE. 867-929

PETROL ENGINES.

**PETROL
TO
DIESEL**

CONVERSION UNITS.

PRALLS (HEREFORD), L.TD.

HOLMER ROAD, HEREFORD.

Phone 4221 (six lines). 867-815

INSURANCE

PAUL CHILDS, L.TD.

58 BIRCH GROVE,

LONDON, W.3.

Accorn 2398.

BEST market rates—no-claim bonus to 40%. Monthly or quarterly payments accepted. 867-763

LUBRICATING OIL

BEST-QUALITY lubricating oil, SAE 40 supplied to Government by Shell, in 41-gal. Jerricans, 18s. per can, delivered 200 miles in 100-can lots, gear oil same price.

L. W. VASS, L.TD., Amphil, Bedford. Amphil 3255. 867-683

MISCELLANEOUS

WOODEN pallets, 48 by 48, 10s. each; reduced price for large quantities. Phone, St. Helens 6611. 869-8880

NOTICES

ADVERTISER with extensive practical experience of motor vehicle painting offers his services in an advisory capacity for paint job planning, reorganization, etc. Box CM6712, care of "The Commercial Motor." 86-8789

Miscellaneous Advertisements (contd.)

SITUATIONS VACANT

A.M.I.N.I. City and Guilds, A.M.I.Mech.E., etc., for details of exams and courses in all branches of auto, diesel, aero, mechanical engineering, etc., write for 16-page handbook, free. B.I.E.T. (Dept. 725), 29 Wicket Lane, London, W.8. 868-881

SALES Manager for Rootes Group commercial vehicles covering large area, good prospects for right man must have had long and successful experience. Apply with fullest details and salary expected. H. Taylor and Co., 135 London Rd., Kingston-upon-Thames. 868-881

TRAFFIC Clerk to assist in allocation and control of coach coastal services, tours and contract hire, previous experience an advantage; permanent position, pension and life assurance scheme, canteen facilities. Write, Surrey Motors, Ltd., St. Nicholas Rd., Sutton, Surrey. 868-883

ARTHUR E. GOULD, LTD., Ford Main Dealers, 2903 Regent St., London, W.1., require experienced New Car and Commercial Vehicle Salesmen with energy and the urge to succeed. Good salary with commission paid. Non-contributory Pension Scheme available. Permanent position with excellent prospects in our large organization for young men not over thirty. Apply in writing with full details or call to Sales Director. 867-7

FITTER required by Chelsea Borough Council, must have experience in maintenance of petrol and diesel-engined vehicles and plant. Wages £11 19s. 3d. per week. Applications with names of 3 references to Borough Engineer and Surveyor, Town Hall, King's Rd., S.W.3, by August 10, 1960. 867-7

APPLICATIONS are invited for the position of a Assistant Transport Engineer in the London area of a large concern operating C-licence vehicles. Applicants should possess administrative ability, be able to control staff, and have a full comprehensive knowledge of transport engineering of diesel and petrol. Applications stating age, experience, qualifications and salary, required to Box 678, care of "The Commercial Motor." to be received not later than August 10, 1960. 867-9

COMMERCIAL vehicle salesman, some experience, some over 24, salary, commission, pension, expenses and commission basis. Apply in writing in first instance to W. Harold Perry, Ltd., Station Bridge, Wealdstone, Middx. 867-150

ASSISTANT TO WAREHOUSE MANAGER.

MAN with experience in dispatch of "Smith Traffic" able to accept responsibility and maintain transport records, good salary and excellent prospects. Apply, Warehouse Manager, E. R. Holloway, Ltd., Bessener Rd., Welwyn Garden City, Herts. 867-114

FLEET owner situated in St. Boniface, Manitoba, Canada, requires first-class diesel mechanic must have completed apprenticeship and hold papers; single man preferred; must have first-class references. Write: Oil Industry Suppliers, Ltd., P.O. Box 573, Winnipeg, Manitoba, Canada. 867-225

ROBERT WYNN AND SONS, LTD., heavy-haulage contractors, have a vacancy for a mechanic with experience of the transporting and handling of heavy loads, machinery, dismantling and erection, etc., whose capabilities should extend from the inquiry stage to quotation and supervision of the work. Applications treated confidentially. Apply in writing, stating age, experience and domestic salary required, to the Secretary, Robert Wynn and Sons, Ltd., 50 Shaftesbury St., Newport, Mon. 867-10

COMMERCIAL Vehicle Salesman for all types of Rootes Group products, must have previous successful experience. H. Taylor and Co., 135 London Rd., Kingston-upon-Thames. 868-881

MALE Clerk for goods in transit claims, general office work, able to deal with routine matters on own initiative, salary according to qualifications, commencing approximately £580 p.a. Box CM6717, care of "The Commercial Motor." 867-384

TECHNICAL sales assistant with previous experience of aluminium design in road and rail transport required by British Aluminium Co. at Head Office (London, S.W.1), age approx. 30. Applications in writing with full particulars to Box CM634, L.P.E. Romano House, 399-401 Strand, London, W.C.2. 867-44

GENERAL manager not over 40 years of age required by large West London haulage contractors. Applicants must have considerable experience in all branches of general haulage A-licensed fleet. This is a very responsible position and carries a commensurate salary. Write in first instance, stating age, experience and salary, giving full details of experience to Box CM6711, care of "The Commercial Motor." 867-x7651

STOREKEEPER required by main Ford dealer, owner of ridge of East London, must be fully experienced in all aspects of Ford procedure and capable of acting as deputy manager, golden opportunity for keen, progressive man to obtain quick promotion. Box CM6716, care of "The Commercial Motor." 867-483

STORAGE ACCOMMODATION

NORTH Somerset, eight miles from Bristol. Dry storage available. Drainside. All replies answered. Box CM677, care of "The Commercial Motor." 869-884

STORAGE AND DISTRIBUTION

GREATER London distribution service available. Guaranteed 48-hour delivery mainly for export goods of the household consumer type. Apply, Lloyds Transport and Distribution Division, 100-171 Cockfield Broadway, London, N.W.2. Phone, Gladsbrook 7831. Also distribution services available throughout the United Kingdom. 868-886

THE S
CITY EN

OFFER THE F
BY TENDER:
ONE 10-12-C
APRIL, 195
ONE 5-CWT.
1958.
ONE 8-CWT.
All int
Particulars and ter
inspection can be
TOWN

SOUTHER
NO. 2

TENDERS ARE
AND REMOVI
ONE 1953 FORD
THREE 1954 F
ONE 1954 FORD
FIVE 1955 FORD
TWO 1953 FORD
ONE 1955 FORD
ONE 1952
RUNNER.
ONE 1949
OPERATED
FOUR 15-CWT
SPARES FOR
MISCELLANEO
ONE GOWD
PUMP.
ONE PEGSON

Tender forms and c
the TRANSPO
NEWBURY, BERK
tions for sale mai
and 4.30 p.m.
Completed tender
Sub-Area Secretar
BERKS, to reach

COUN
FIRE B

THE COUNTY
DISPOSAL
APPLIANCES A
RECENTLY BEEN

THREE AUS
VANS.
ONE FORDIS
ESCAPE,
FRONT-DRIVE
TWO FORDS
TRUCKS.
ONE AUSTIN
FRONT-DRIVE
ONE LEYLAND
AND PUMP
THREE COV
TRAILER P
ONE DENNIS
ONE MERRY
LADDER O
IN PUMP.
ONE MOBIL
SCAMMELL

Further details requ
mission to visit
MECHANICAL E
SHOPS, LONDON

Offers in writing fr
be sent in sealed
Fire Brigade App
COUNTY COUNCIL
not later than 1

862

BRO
OF HA
FOR NEW

Miscellaneous Advertisements (contd.)

TENDERS

THE SHEFFIELD CORPORATION.
CITY ENGINEER'S DEPARTMENT.

OFFER THE FOLLOWING VEHICLES FOR SALE BY TENDER:—

- ONE 10-12-CWT. FORDSON THAMES VAN, APRIL, 1958.
- ONE 5-CWT. FORDSON THAMES VAN, JULY, 1958.
- ONE 8-CWT. COMMER VAN, JULY, 1958.

Particulars and tender forms giving times and place of inspection can be obtained from the CITY ENGINEER, TOWN HALL, SHEFFIELD, 1. 867-30

SOUTHERN ELECTRICITY BOARD

NO. 2 (NEWBURY) SUB-AREA.

TENDERS ARE INVITED FOR THE PURCHASE AND REMOVAL OF THE FOLLOWING:—

- ONE 1953 FORD ANGLIA CAR.
- THREE 1954 FORD 5-CWT. VANS.
- ONE 1954 FORD 10-CWT. VAN.
- FIVE 1955 FORD 10-CWT. VANS.
- TWO 1953 FORD 10-CWT. 6-SEATER UTILITIES.
- ONE 1955 MORRIS 5-CWT. VAN.
- ONE 1952 AUSTIN 5-TON LORRY (NON-RUNNER).
- ONE 1949 BEDFORD/RAWLINSON POWER-OPERATED TOWER WAGON.
- FOUR 15-CWT. 2-WHEELED TRAILERS.
- SPARES FOR AUSTIN 16-H.P. CAR.
- MISCELLANEOUS SPARES, GASKETS, ETC.
- ONE GODWIN HAND-OPERATED PETROL PUMP.
- ONE PEGSON RAMMER.

Tender forms and conditions of sale may be obtained from the TRANSPORT OFFICER, HAMBRIDGE RD., NEWBURY, BERKS. Phone, Newbury 1681, and the items for sale may be examined there between 9 a.m. and 4.30 p.m. Monday to Friday inclusive.

Completed tender forms should be submitted to the Sub-Area Secretary, 7 OXFORD RD., NEWBURY, BERKS. to reach him not later than August 5, 1960. 867-32

COUNTY COUNCIL OF ESSEX

FIRE BRIGADE DEPARTMENT.

THE COUNTY COUNCIL HAS AVAILABLE FOR DISPOSAL THE UNDERMENTIONED FIRE APPLIANCES AND VEHICLES WHICH HAVE RECENTLY BEEN TAKEN OUT OF SERVICE.

- THREE AUSTIN 2-TON SHORT-WHEELBASE VANS.
- ONE FORDSON, HOME OFFICE TYPE PUMP ESCAPE, LESS ESCAPE WITH BARTON FRONT-DRIVE PUMP.
- TWO FORDSON 4-6-TON FLAT PLATFORM TRUCKS.
- ONE AUSTIN, HOME OFFICE TYPE PUMP ESCAPE, LESS ESCAPE WITH BARTON FRONT-DRIVE PUMP.
- ONE LEYLAND FIRE APPLIANCE, LESS ENGINE AND PUMP.
- THREE COVENTRY CLIMAX 350-500 G.P.M. TRAILER PUMPS.
- ONE DENNIS 350-500 G.P.M. TRAILER PUMP.
- ONE MERRYWEATHER 100-FT. TURNABLE LADDER ON DENNIS CHASSIS WITH BUILT-IN PUMP.
- ONE MOBILE WATER TANK TRAILER WITH SCAMMELL PORTABLE PUMP MOUNTED.

Further details regarding the above, together with permission to view, may be obtained from the CHIEF MECHANICAL ENGINEER, FIRE BRIGADE WORKSHOPS, LONDON RD., LEXDEN, COLCHESTER, ESSEX.

Offers in writing for any or all of the appliances should be sent in sealed envelopes marked "Tender for Surplus Fire Brigade Appliances" to the CLERK OF THE COUNTY COUNCIL, COUNTY HALL, CHELMSFORD, not later than 12 noon Monday, August 15, 1960. 867-24

BROWN'S 
OF HAMPSTEAD 2284
FOR NEW & USED COMMERCIALS

Miscellaneous Advertisements (contd.)

RURAL DISTRICT COUNCIL OF DARTFORD.

TENDER FOR:—

SIDE LOADING REFUSE COLLECTING VEHICLES

The Council is contemplating the purchase of two 12-cu.-yd. side-loading refuse collecting vehicles, fitted with Bedford diesel engine and 6 men crew cab.

Specification can be obtained from:—
THE ENGINEER AND SURVEYOR,
WHITE OAK, SWANLEY,
KENT

J. H. MILBURN,
White Oak, Swanley, Kent. Clerk to the Council.
22nd July, 1960. 867-231

BOX NUMBER ADVERTISEMENTS

Are available to advertisers for an extra charge of 4/8.

REPLIES are forwarded immediately upon receipt and all received up to 5 p.m. dispatched the same day.

URGENT REPLIES may be sent by telephone or telegram and readers should telephone Terminus 3636 for this service.

BOX NUMBERS should be copied accurately, printed clearly and envelopes addressed correctly to "The Commercial Motor," Bowling Green Lane, London, EC.1.

MONEY SHOULD NEVER BE ENCLOSED WITH REPLIES TO BOX NUMBER ADVERTISEMENTS.

COUNTY BOROUGH OF BOURNEMOUTH.

PUBLIC HEALTH DEPARTMENT.

TENDERS ARE INVITED FOR THE SUPPLY OF:—

- ONE MORRIS AMBULANCE, THE SUPPLIER TO TAKE ONE 1950 MORRIS AMBULANCE IN PART-EXCHANGE.

Particulars obtainable from Medical Officer of Health, 17 St. Stephen's Road, Bournemouth.

A. LINDSAY CLEGG,
Town Clerk. 867-29

MAIDSTONE CORPORATION TRANSPORT.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF:— ONE COMBINED GULLY AND CESSPOOL EMPTIER.

Further particulars and Form of Tender from The General Manager and Engineer, Corporation Transport Department, 372 Tonbridge Road, Maidstone.

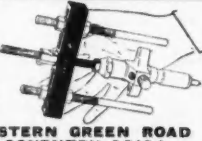
Tenders to be received by the Town Clerk, 13 Tonbridge Road, Maidstone, not later than September 10, 1960. 867-229

FOR STILLAGES AND PALLETS
Timber and Steel
TRY—



The Lampeter Timber & Trading Co., Ltd.,
P.O. Box No. 2, Millfield Works, Lampeter,
Cardiff. Phone Lampeter 293/4

LOOK
THE ONLY
UNIVERSAL
EXTRACTOR
ABCO



EASTERN GREEN ROAD
COVENTRY CV6134

Miscellaneous Advertisements (contd.)

HAMPSHIRE COUNTY COUNCIL

ROADS AND BRIDGES.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING PLANT, VEHICLES AND EQUIPMENT.

- 16 TRACTORS AND EQUIPMENT.
- 14 2-3-TON LORRIES.
- THREE FORAGERS.
- FIVE PLANT TRAILERS.
- FIVE DUMPERS.
- THREE TRACTOR LOADING EQUIPMENTS.
- SIX SINGLE TOOL COMPRESSORS.
- THREE 5-CWT. PICK-UP TRUCKS.
- FOUR VIBRATING ROLLERS.
- ONE 5-3/4 CONCRETE MIXER.
- FOUR 15-CWT. VANS.
- TWO "WHACKER" VIBRO RAMMERS.
- FOUR MECHANICAL ROAD SWEEPERS.
- ONE PORTABLE PAINT SPRAYER.
- ONE TRACTOR-MOUNTED DIGGER.
- FOUR 12-CU.-YD. LORRIES.
- THREE BULK GRIT SPREADING BODIES.
- 22 AUTO SCYTHES.
- SIX TRACTOR-MOUNTED GRASS CUTTERS.

Specifications and forms of tender may be obtained on application in writing to the undersigned.

H. N. JENNER,
County Surveyor.
The Castle, Winchester.
July, 1960. 867-240

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, fuel consumption, etc. 4s. 6d., now free.

DIESEL oil stock books. Cost books, etc. Send for descriptive lists.

CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 867-864

"MODERN CLEANSING APPLIANCES" by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, EC.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, EC.1. 222

THE ROAD TRANSPORT ENGINEER. Edited by T. G. Mackenzie Junner. This textbook deals with the specialized work of the engineer in the maintenance, repair and overhaul of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation, and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 22s. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, EC.1. 222

WHO'S WHO IN THE MOTOR INDUSTRY (Third Edition). A Directory of Personnel in the British Motor and Commercial Vehicle Industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net or 43s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, EC.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsman's Certificate in Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, EC.1. 222

"THE COMMERCIAL MOTOR" TABLES OF OPERATING COSTS (43rd Edition). Contains 11 operating cost tables for petrol, oil and electric goods and passenger-carrying vehicles. Explanatory articles provide an introduction to the Tables, show how to record your costs and explain a system of cost recording. New features in this edition are a useful address section and tables showing wage rates, the cost of fuel and a 10-year comparison of costs. 56 pages, 3s. net from booksellers, or 3s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, EC.1. 222

COMMERCIAL VEHICLE DELIVERY SERVICE

HOLMES TRANSPORT (CHELTENHAM) LIMITED

21 The Promenade, Cheltenham.
Telephone: 4122

THE BRITISH ELECTRIC TRACTION COMPANY, LIMITED.

BUS PASSENGER TRAFFIC WELL MAINTAINED

PROGRESS OF OTHER INTERESTS

MR. H. C. DRAYTON'S REVIEW

THE SIXTY-FOURTH ANNUAL GENERAL MEETING of The British Electric Traction Company, Limited, was held on 21st July, 1960, in London. Mr. H. C. DRAYTON, chairman of the Company, in the course of his address said:—

ACCOUNTS

The Group revenue is £5,836,000, an increase of £1,221,000. Taxation has to be deducted and the proportion of the net profit attributable to your Company is £3,176,000. After paying the Preference Dividend and the Preferred Stock Dividend and 40% on the Deferred as against 35% last year, there remains a balance retained in the Group of £1,245,000.

UNITED KINGDOM BUS COMPANIES

Our bus companies in this country had a good year in 1959. The summer, as you know, was extremely good, and our companies made the most of it. Wages and other costs remained steady, so that we experienced a period of stability in operating costs which has not been known for a long time. The number of passengers carried by our associated companies in 1959 was nearly equal to the number carried in 1958, and this was quite a remarkable achievement bearing in mind the number of new private cars which come on to the road every day.

The period of wage stability in our bus industry came to an end early in May of this year. A settlement was made with the Unions, and the cost will exceed that of any settlement which our bus industry has previously made. We estimate that the increases resulting from this settlement will cost our companies more than £3 million in a full year, taking into account consequential increases. It is obvious that such an increase could not be made without an increase in fares, and the companies have therefore reluctantly been obliged to make immediate application to the Traffic Commissioners for substantial increases in fares.

Fuel oil plays a big part in the cost of running our buses. Today that fuel oil has to bear a tax of 2s. 6d. a gallon. The curious thing about this is that the same fuel oil that is used in our buses may be used for a multitude of other purposes completely tax free, but as soon as we use it, it has to bear what can be described as a luxury tax of 200% as if it were some precious jewel—though I would point out if it were a precious jewel, it would only be subject to purchase tax of 25%.

Whilst having to pay tax is bad enough, the basic cost of fuel oil, to my mind, is too high today. There is over-production of oil throughout the world and one wonders whether this high price can continue indefinitely as new sources of oil are being found and waiting to be marketed. In my view it is our duty to pursue all sources of our basic raw material, that is fuel oil, in the interests both of the public and our stockholders, so that we buy it at the cheapest possible price.

A restriction which, in the light of the modern bus with its high efficiency and braking power, seems to be unnecessary, is the present speed limit of 30 miles per hour. The drivers of our vehicles have unequalled records for safe driving, and the vehicles themselves have to pass regular inspections by the Ministry of Transport, and the discrepancy between the present 30 miles per hour which applies, and the ordinary motor car driver with unlimited speed, is quite ludicrous.

During the year we parted with one of the oldest of our companies, that was we had to close down the Mumbles Railway. I was present at the closing ceremony on the 5th January, and drove the last train on this railway, which has so faithfully served the public for 155 years. A modern bus service has been substituted.

During the year, our associated company the Midland Red, introduced the first non-stop motorway express service. This proved a great success, and has been followed by further services operated on the motorways by the Midland Red and other associated companies.

The need for new modern roads is urgent in the interests of public and private transport alike. However, congestion in towns and approaches to towns is a much more difficult problem. One school of thought advocates that we should drive wide motorways into the hearts of our cities to enable every man to bring his own car into the city centre and leave it. Enough parking space should be provided there for the cars to be left while the owner goes about his business. I have not got any cut and dried solution to this problem, but it would be instructive to know what is the average time each car is used per day. This would bring home to car owners the real cost of their travelling, taking into account depreciation on the car and insurance, and might induce them to consider taking advantage of the many "Drive-Yourself" organisations only when they needed to use a car, or even use a bus! This might do something towards alleviating what at present looks an insoluble problem.

OVERSEAS INTERESTS

During the year 1959 Canadian business did not pick up, and for our Canadian company it proved a disappointing year. The results were in fact, only slightly better than the previous year, when we just broke even. The company purchased three more freight companies, and acquired new warehouses and modernised or replaced others, so that as and when business recovers, we should be in a good position to take advantage of such a situation.

In Jamaica the absence of any significant increase in costs during 1959, and fewer interruptions of labour resulted in a marked improvement in the results of Jamaica Omnibus Services, for the year following the contraction in the profits in 1958.

The continuing growth of the activities of the company has made it possible for its services to be operated at the same level of fares as applied in 1953, in spite of the considerable increases in costs—particularly in wages—which have occurred in the meantime.

Our interests in East Africa and in Rhodesia, which are operated by the United Transport Company of Chepstow, have continued to prosper. The results of the African Transport Company took an upward trend in 1959, although the dividend has not been increased as the Directors thought it better to strengthen the financial position of the company.

Rhodesia United Transport showed a satisfactory improvement in their profits which is reflected in an increase in the dividend. The company's contract providing road transport for the Kariba Dam has now been nearly completed, and new developments are being actively pursued.

OTHER INTERESTS

Our interests in Associated-Rediffusion remain the same as for the previous year. The company continues to make steady progress and during the year the company extended its activities by acquiring a controlling interest in Wembley Stadium Limited. This is diversifying our interests, and giving the company a broader base, although still in the entertainment world.

In Rediffusion, where we have a large interest there was increased revenue, and the dividend was increased also. In your Company, a fine summer does not suit all our undertakings. As I have told you, it did benefit our bus companies, but it was not so helpful when we turn to the laundry business. Nevertheless, our laundry and dry-cleaning companies had a satisfactory year. Our "Towelmaster" service continues to increase, and to give you some idea of the size—to service the "Towelmaster" cabinets alone, some 15 million yards of towelling are required, the cleaning of which in itself constitutes a major laundering feat.

Our faith in Eddison Plant has now more than justified itself. Its turnover increased in 1959 by 25%, and also showed a substantial increase in its profits. This company claims now to possess the largest fleet in the United Kingdom of contractors' plant for hire, and properly justifies the company's slogan of "Eddison Everywhere".

During the year we disposed of the Livermead House Hotel on what we considered to be attractive terms.

THE FUTURE

When we come to the present year, it would appear that our results should be satisfactory. Our general investments should produce more, and as far as indications show our revenue should be larger than the year under review. I do not think you will expect me to say more than this, but to conclude, may I say that when we meet you next year, I do not think you will be disappointed with the results.

The report and accounts were adopted.

R64

A New Edition of

BRITISH COMMERCIAL VEHICLES FOR THE WORLD

Compiled by the Staff of
"The Commercial Motor"

A Buyers' Guide to British Road Vehicles and Directory of Vehicle Manufacturers and Bodybuilders

This Ninth Edition contains tabulated specifications of all Goods, Passenger Vehicles and Dump Trucks produced by the British Commercial Vehicle Industry, together with the names and addresses of all Vehicle Manufacturers and Bodybuilders.

Listed in separate tables are detailed specifications of Internal Combustion-Engined Three-and-Four-Wheeled Goods Vehicles (including Tractive Units); Internal Combustion-Engined Passenger Vehicles; Trolleybuses; Battery-Electric Road Vehicles (including Pedestrian Controlled Vehicles) and Dump Trucks.

Containing full details of more than 1,300 separate models of 61 different makes of commercial vehicle, this up-to-date and comprehensive Buyers' Guide is an essential source of reference for fleet operators and road transport authorities throughout the world.

Size: 11½ in. x 8½ in. 36 pages. Paper Covers.

Price 3s. 6d. net (By Post 3s. 11d.)



TEMPLE PRESS BOOKS

Bowling Green Lane, London, E.C.1

INDUSTRY—to ensure prosperity...

USE ATKINSON VEHICLES

An Atkinson Model T.746X Tractor Vehicle with articulated tank in use for the conveyance of LIQUID CHOCOLATE. Recently delivered to Wm. Stewart & Arnold Ltd.



FOOD

Nightingale Engineering Co. Ltd.

WESTERN LANE · NIGHTINGALE LANE
LONDON, S.W.12

Telephone: BATTERSEA 2193-4-5-6

COMMER
AUSTIN
MORRIS
FORD
LAND-ROVER
PERKINS

CAMPBELL SYMONDS

COMMERCIAL SALES AND SERVICE

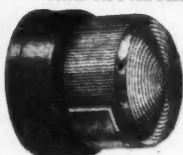
DODGE DISTRIBUTORS

FORTY AVENUE
WEMBLEY
MIDDLESEX

ARNOLD 7771-5

"RUBBOLITE" LAMPS AND REFLECTORS

Regd. Trade Mark
ARE APPROVED TO BRITISH STANDARDS



MODEL No. 16 Available in the following variations:

TYPE No. 16/1. Stop and tail lamp. Two lampholders. 12/0
TYPE No. 16/2. Twin rear lamp (wired in parallel). Two lampholders. 12/3
TYPE No. 16/3. Single rear lamp with lampholder and detachable adaptor plug. 11/-
TYPE No. 16/4. Twin tail lamp for use on articulated vehicles using detachable number plates. One ordinary lampholder and one special connector. 14/6
TYPE No. 16/4s. Rear lamp. One special connector fitted centrally. Suitable for articulated vehicles. 11/-
TYPE No. 16/5. Single rear lamp fitted with one lampholder. 11/-

For full particulars of all Rubbolite products apply to:

FLEXIBLE LAMPS LTD.

Rubbolite House, Centre Drive, Epping, Essex.

(Tel.: Epping 2278-9)

Express Body Works Ltd.

Express are the specialists in rapid accident and general body repairs for both private and commercial vehicles. Why not contact our estimating department for a representative to call?

MARGERY STREET, E.C.1

Tel.: TER 3777

if it's DODGE

SALES · SERVICE · SPARES



MITCHELL'S your man!

L. A. MITCHELL (MOTORS) LTD.
1 Balham High Rd. London S.W.12
BALHAM 2234



VEHICLE PAINTS

'DULUX 98' The first choice of commercial vehicle fleet owners and P.S.V. operators. This coach finish gives excellent results and great durability under all climatic conditions. 'Dulux 98' may be employed in a number of systems to suit individual requirements.

'BELCO 300' The foremost spraying cellulose finish for cars and light commercial vehicles of pressed steel construction. It dries glossy-from-the-gun to a tough durable finish.

**OFF - THE - SHELF SERVICE
FROM THIRTY-FOUR DEPOTS**

Brown Brothers

THOMSON & BROWN BROTHERS LIMITED

BROWN BROTHERS (ARCHITECTS) LTD. BROWN BROTHERS (IRELAND) LTD.
BROWN BROTHERS (LOWE) LTD. BROWN BROTHERS (METALS) LTD.

WHOLESALE ONLY

Head Offices and Warehouses:

Great Eastern Street, London, E.C.1. 126 George Street, Edinburgh, 2

Branches: Aberdeen - Acton - Belfast - Birmingham - Bournemouth - Bristol - Cardiff
Carlisle - Carmarthen - Croydon - Dublin - Dundee - Eastbourne - Edinburgh
Glasgow - Hull - Inverness - Leeds - Liverpool - Manchester - Newcastle-upon-Tyne
Norwich - Nottingham - Oxford - Plymouth - Preston - Reading - Sheffield
Southampton - Southend - Stoke-on-Trent - Swansea - Wolverhampton



LET'S START TO WORK
TOGETHER, SIR

Open 9 a.m.—5.30 p.m. Mon.—Fri.
Hours Sat.

This Brake and Clutch Service YOU CAN TRUST

ALL PHONE AND MAIL ORDERS ON WAY SAME DAY

**GIRLING &
Lockheed**

EXCHANGE SHOES
with approved DON Linings



BRAKE LININGS
Woven or Molded
"DON-FLEX" Clutch Discs

GENUINE
BORG & BECK

CLUTCH COVER ASSEMBLIES
CLUTCH RELEASE BEARINGS
CLUTCH DISCS
with approved DON Linings

CALL ON US WHENEVER YOU ARE IN A HURRY

FERRARIS PISTON SERVICE LTD.

218 GREAT PORTLAND STREET, LONDON, W.1

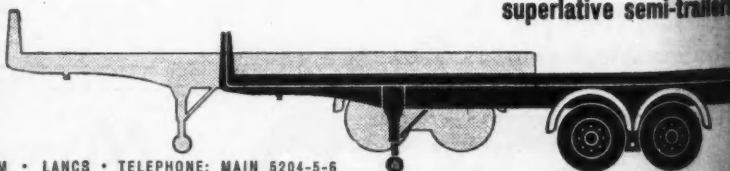
Telex: 21215 London

EUSton 8241 (7 lines)

Carry the loads cheaply

with

BODEN



superlative semi-trailers

BODEN TRAILERS LIMITED • ROYTON • OLDHAM • LANCS • TELEPHONE: MAIN 5204-5-6

THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 25

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.
Annual Subscription rate, 70/- (Canada and U.S.A. \$10.00). Registered at the G.P.O. as a Newspaper. AGENTS ABROAD—EUROPE—Messageries D'annon (S.A.), Paris; Messageries
Hachette de Ch. Paris; W. H. Smith & Son, Paris and Brussels. CANADA—Wm. Dawson Subscription Service, Ltd., Toronto, etc.; Gordon & Gotch, Ltd., Toronto. AFRICA—Central
News Agency, Ltd., Cape Town; W. Dawson & Son (S.A.), Cape Town. ASIA—W. Thacker & Co., Ltd., P.O. 100 Bombay. AUSTRALIA and NEW ZEALAND—Gordon & Gotch
(A'sia), Ltd.

29, 1960

Simms

Simms Minipump, the world's lightest and most
compact in-line diesel injection pump

vice

INE
BECK
ASSEMBLIES
E BEARINGS
DISCS
DON Linings

semi-trailers

Maintenance
EICA—Control
edim & Gotsch

SIMMS MOTOR UNITS LTD
LONDON N2 · ENGLAND

Firestone

SUPER MILEAGE LUG

THE DUAL-PURPOSE REAR-WHEEL TRACTION TYRE with all the features you're demanding

POWER BITE TRACTION

Be it on main roads, by-roads, or no roads the Super Mileage Lug tyre's cross grooves, heavy shoulder lugs and circumferential ribbing will combine to give maximum bite and traction and long safe wear. The dual-purpose Super Mileage Lug helps reduce mechanical maintenance too. Many so-called dual-purpose tyres slip and spin causing undue strain on engines and transmissions. But with the POWER BITE TRACTION of the Super Mileage Lug, this profit-draining problem is practically eliminated.

MORE SKID DEPTH

Deeper non-skid pattern than in ordinary highway tyres gives thousands of miles of sure-footed highway hauling.

SUPER STRENGTH BODY

Super Gum-Dipped, Tension-Dried cords make a really strong, durable body which gives big dividends in tyre mileage and vehicle efficiency.

OUTPULLS AND OUTLASTS

any tyre of its kind. Specially designed for on-and-off-the-road service where a large part of the work is off-the-road and particularly severe.



EXPERIENCE COUNTS

45 Factories throughout the world.
Firestone total sales exceed £1,000,000 per day.



Firestone TYRES —
consistently good

JULY 29, 1960

e
G

S -
d